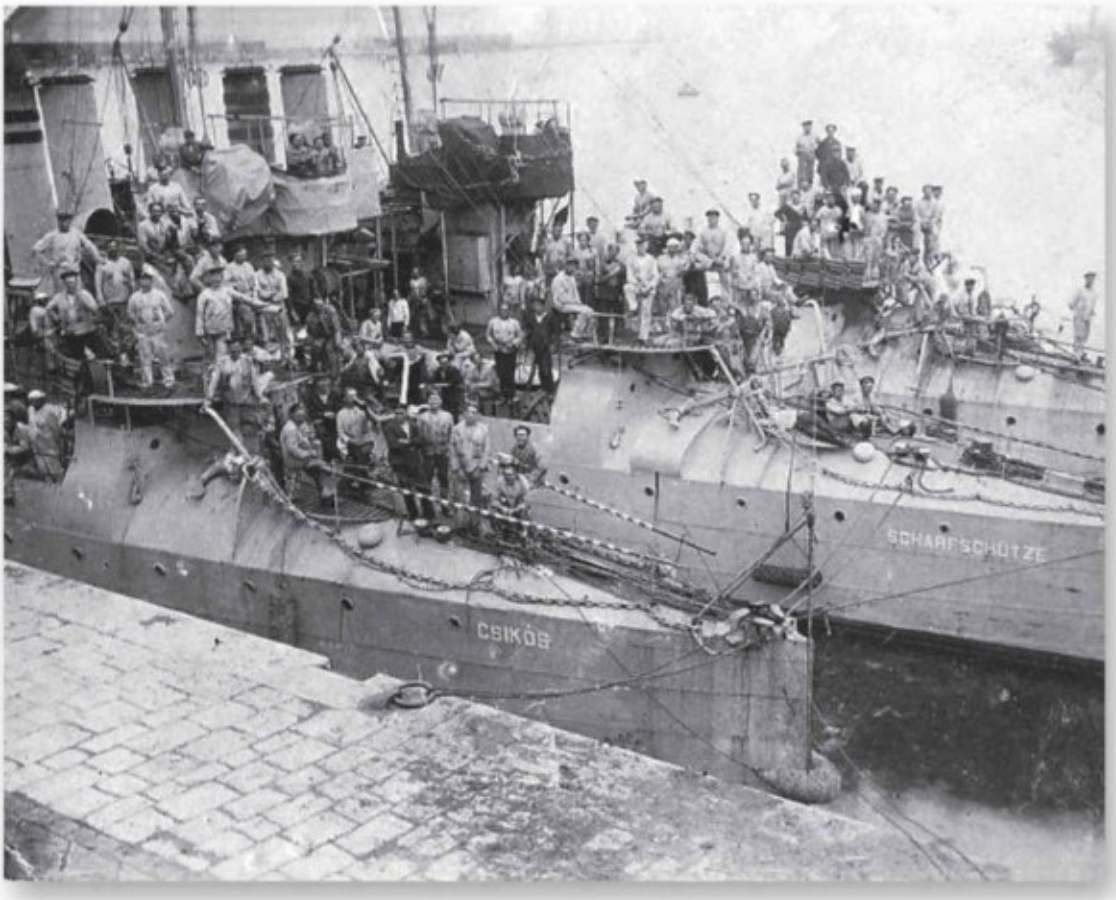
AUSTRO-HUNGARIAN CRUISERS AND DESTROYERS 1914–18

RYAN K. NOPPEN

ILLUSTRATED BY PAUL WRIGHT

NEW VANGUARD 241

AUSTRO-HUNGARIAN CRUISERS AND DESTROYERS 1914–18



RYAN K. NOPPEN ILLUSTRATED BY PAUL WRIGHT

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INTRODUCTION

The light vessels of the *Kaiserliche und Königliche (k.u.k.) Kriegsmarine* used during World War I – protected cruisers, armored cruisers, light cruisers, and destroyers – represent three phases of naval strategy and fleet building in Austria-Hungary: the *Jeune École,* the Mahanian battle fleet, and finally the Dreadnought Era, all nuanced to the geographic, political, and financial peculiarities of the Dual Monarchy. From the 1860s to 1914 the primary factor for determining naval strategic doctrine, fleet composition, and acquisition of new vessels within the k.u.k. Kriegsmarine was cost. The Hungarian *Országgyũlés* (National Assembly) in Budapest, representing an area of the empire that had little industrial, maritime, or overseas trade interests, was much more reluctant to fund the navy and naval expansion than the Austrian *Reichsrat* (Parliament) in Vienna, representing the more industrially developed regions of the Dual Monarchy and the major trading port of Trieste. The groundwork for the various light vessels employed during World War I by the k.u.k. Kriegsmarine was laid by *Marinekommandant* Admiral Maximilian Daublebsky Freiherr von Sterneck, who was particularly interested in the German *Kaiserliche Marine*'s adaptation of Jeune École theories into a coastal defense strategy focusing on the construction of flotillas of low-cost torpedo boats. These flotillas would defend vital port cities and attack blockading forces, supported by small but well-armed coastal defense battleships. This was appealing to a severely cash-strapped navy and Sterneck focused on building vessels designed according to a low-cost coastal defense strategy.

Melee tactics employed by swarms of torpedo boats, emphasized in *Jeune École* strategies, appealed to Admiral Maximilian Sterneck who was captain of Konteradmiral Wilhelm von Tegetthoff's flagship *Erzherzog Ferdinand Max* during the melee-oriented battle of Lissa in 1866.

Admiral Herman von Spaun, Marinekommandant from 1897 to 1904, was more in tune with changes in world naval policy than his predecessor and pushed for the development of a balanced battle fleet based on the theories of Alfred Thayer Mahan. Newly constructed battleships would serve as the centerpiece of a "fleet-in-being" for defensive purposes but new cruisers were also required for protecting commercial interests abroad. By the beginning of the twentieth century Austria-Hungary's foreign influence had grown considerably due to increased trade through the empire's growing merchant marine. The steam vessel tonnage of

the Austro-Hungarian merchant marine increased from nearly 64,000 tons in 1880 to nearly 247,000 tons in 1900. As a respectable proportion of this new seaborne trade was being carried through the Hungarian port of Rijeka, the Hungarian National Assembly could no longer deny that the empire was a Great Power that required a respectable navy, especially as Spaun had the backing of a powerful pro-naval lobby in the Austrian half of the empire and the personal support of Archduke Franz Ferdinand. Before he retired, Spaun obtained Hungarian approval for the construction of a balanced battle fleet but he was required to spend a portion of the navy's budget on vessels and materials from Hungarian manufacturers equal to Hungary's overall economic contribution to the empire's economy: roughly 34 percent.

Torpedorammkreuzer *Kaiserin Elisabeth* cruising off Amoy in southern China. Beginning in 1899 the k.u.k. Kriegsmarine kept a cruiser on station in the German port of Tsingtau to safeguard growing Austro-Hungarian commercial interests in the Far East.

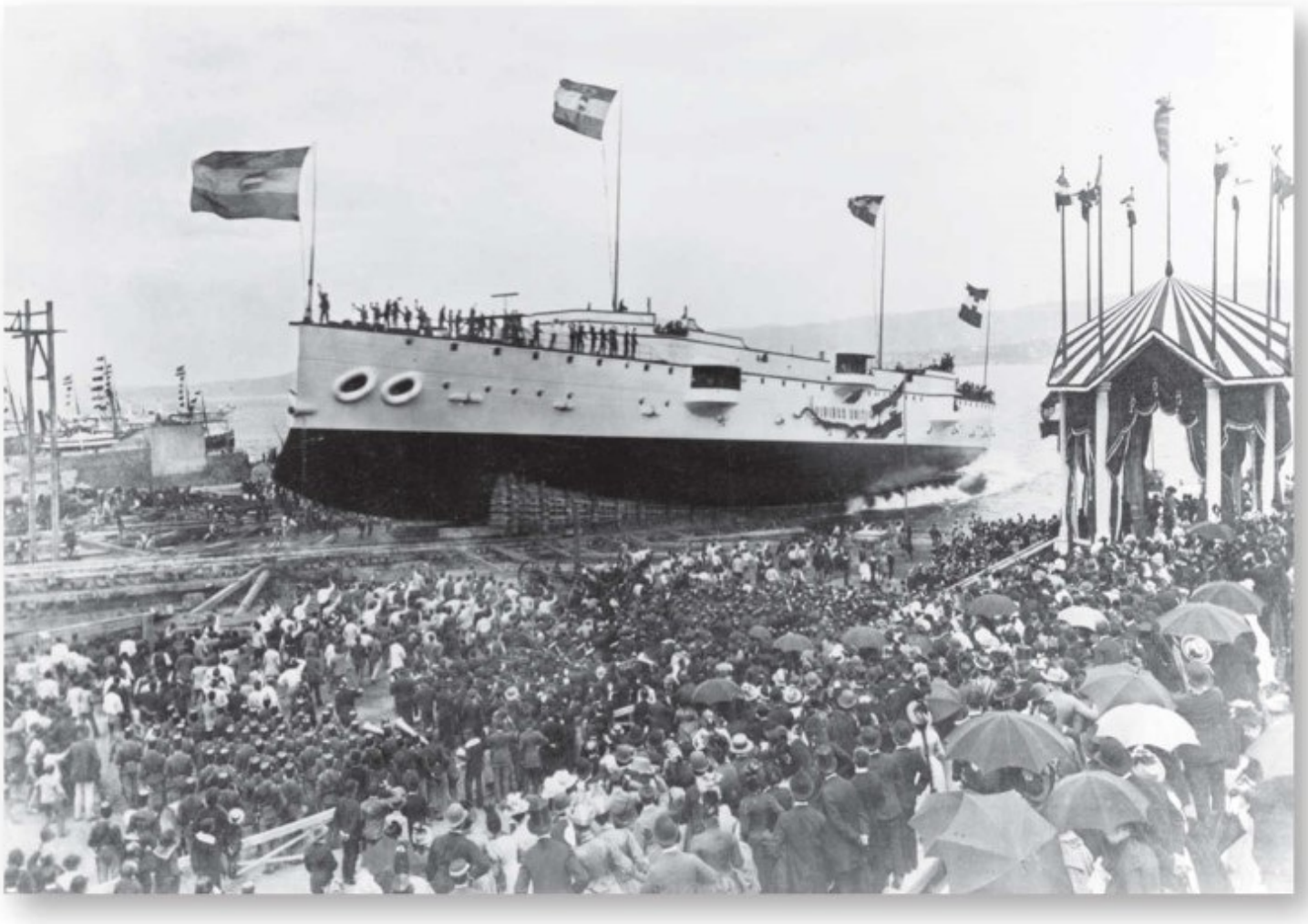
Spaun's successor, Admiral Rudolf Graf von Montecuccoli degli Erri, was also bound to this agreement with the Hungarian National Assembly but it did allow Montecuccoli to lead the k.u.k. Kriegsmarine into the Dreadnought Era. While much of his attention was focused on the development and acquisition of semi-dreadnought and dreadnought battleships, Montecuccoli did not neglect to acquire new light vessels to support his growing battle fleet. He oversaw the funding and laying down of the k.u.k. Kreigsmarine's first modern turbine-

powered light vessels. When he retired in 1913, Montecuccoli left his successor, Admiral Anton Haus, a compact but balanced battle fleet with a core of modern vessels. As the k.u.k. Kriegsmarine's battleships spent almost all of World War I in port (albeit serving as the perfect example of a "fleet-in-being"), it was the light vessels that undertook the majority of Austro-Hungarian naval operations and helped to maintain Austro-Hungarian initiative and dominance of much of the Adriatic for the duration of the war.

CRUISERS AND DESTROYERS OF THE K.U.K. KRIEGSMARINE

Kaiser Franz Joseph I class Torpedorammkreuzern

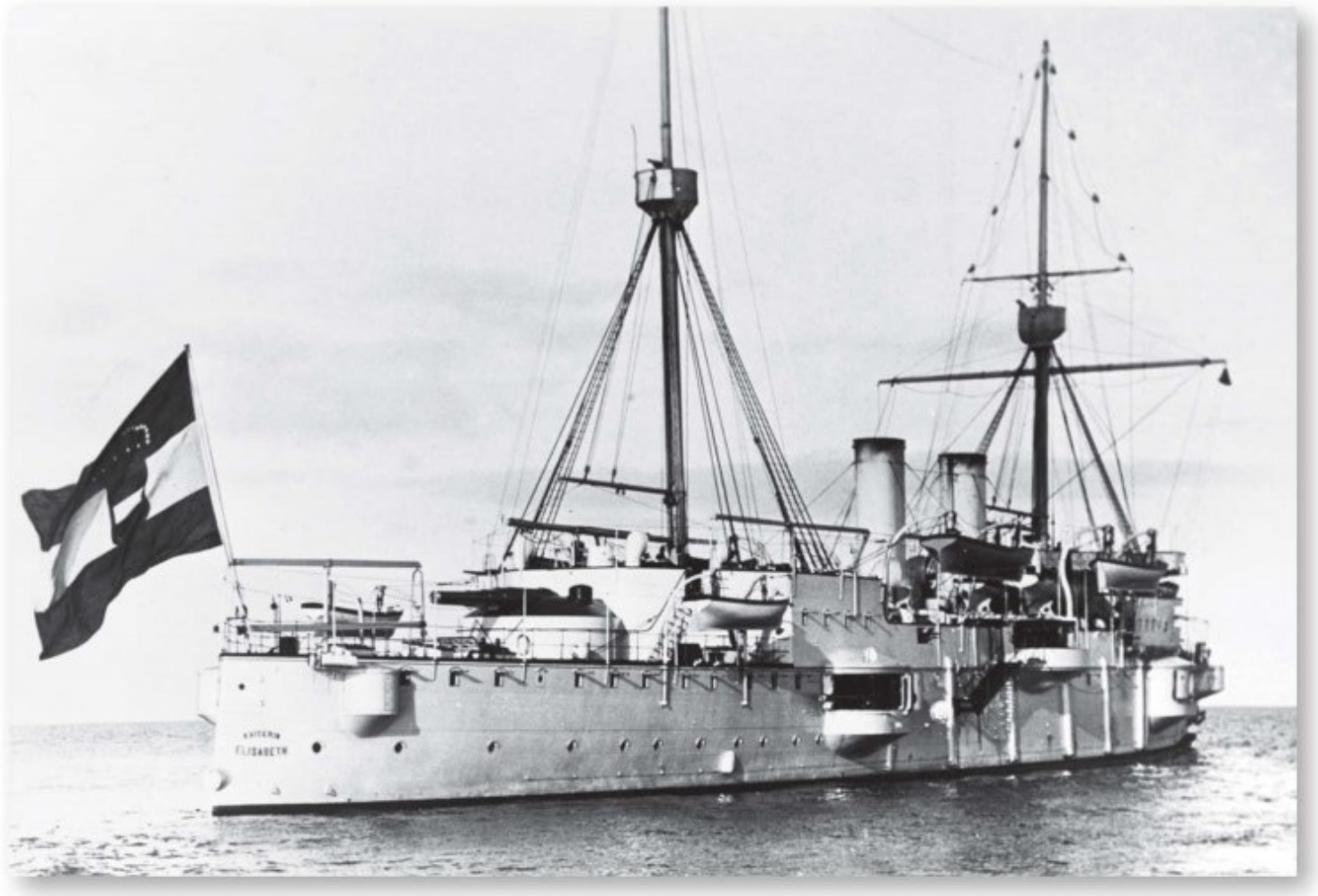
After ordering two coastal defense battleships in 1884 (*Kronprinzessen Erzherzogin Stefani* and *Kronprinz Erzherzog Rudolf*) which cost more than two years of the navy's annual budget, Admiral Sterneck turned to a seemingly creative solution to obtain larger vessels with heavy-caliber guns at minimal cost. Sterneck was inspired by the new steel-hulled protected cruisers being built by Armstrong Elswick, particularly the 3,082-ton *Giovanni Bausan*, which was completed for Italy in 1885; armed with two 10in guns and six 5.9in guns, this vessel had a similar armament to *Kronprinzessen Erzherzogin Stefani* which was still under construction. Protected cruisers were originally developed for commerce raiding and overseas duties, however, Sterneck believed that they could be employed as dual-purpose torpedo flotilla leaders with their relatively high speed and as heavily armed coastal defense vessels with their big guns. Sterneck reasoned that these *Torpedorammkreuzern* (torpedo ram cruisers – Sterneck still believed that ramming was a viable battle tactic) would parry with an opposing fleet's battleships with their heavy-caliber guns until the enemy was effectively attacked by a swarm of torpedo boats and then cover their withdrawal. The primary appeal of the Torpedorammkreuzern to Sterneck, and later to budget-minded politicians, was that the projected cost of one such vessel was nearly three times less than that of *Kronprinz Erzherzog Rudolf*. In the 1887 and 1888 budget years Sterneck received funding for a pair of Torpedorammkreuzern. To promote domestic industry *Kaiser Franz Joseph I* (Torpedorammkreuzer A) was laid down by the Stabilimento Tecnico Triestino firm or STT on January 1, 1888 and *Kaiserin Elisabeth* (Torpedorammkreuzer B) by the Pola Seearsenal on July 1, 1888.



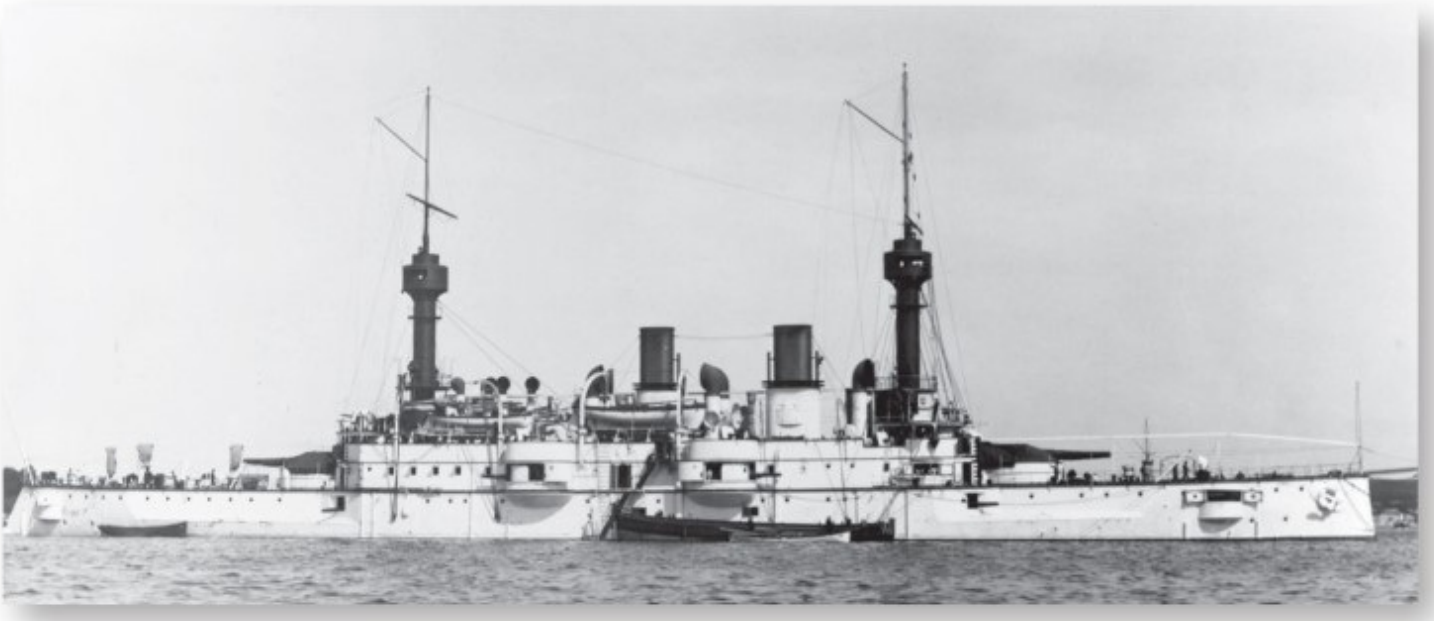
Kaiser Franz Joseph I being launched at the Stabilimento Tecnico Triestino (STT) yard at Trieste on May 18, 1889. Note the ram bow. (Naval History and Heritage Command NH 88932)

Kaiser Franz Joseph I and *Kaiserin Elisabeth* were commissioned on July 2, 1890 and January 24, 1892 respectively but, despite the great plans Sterneck had for them, they were rendered strategically obsolete as they came into service. The first of the British Royal Navy's Royal Sovereign-class predreadnoughts was laid down in September 1889 and was matched across the North Sea by the first of Germany's Brandenburg-class pre-dreadnoughts in May 1890. The Torpedorammkreuzer's primary armament of two Krupp 24cm SK L/35 C/86 guns stood no chance against the larger-caliber guns or heavy armored belts of these new battleships. As the Royal Navy, the Kaiserliche Marine, and the American Navy all turned to the battle fleet theories of Alfred Thayer Mahan, the k.u.k. Kriegsmarine was forced to reevaluate the Jeune École strategies of Sterneck, which he tried to rigidly cling to as long as he could. In the face of larger and better-protected warships being built abroad, the Torpedorammkreuzern became ignominiously known throughout the fleet as *Sternecks Sardinenbüchsen* (Sterneck's sardine cans); with an armored deck that was only 38mm (1.5in) thick (57mm [2.2in] where it sloped) such skepticism was justified. As there were not enough funds to replace the Torpedorammkreuzern, despite being declared obsolete by the k.u.k. Kriegsmarine in 1905, both vessels were minimally modernized in 1905–06. Two modern 15cm L/40 Skoda guns and electric turret machinery replaced the old 24cm Krupp guns and the unreliable hydraulic turret machinery in the primary turrets and the six 15cm L/35 Krupp

C/86 secondary batteries were removed from their casemate positions, where they were frequently inoperable due to their proximity to the waterline, and relocated to positions on deck. By 1914 the Torpedorammkreuzern had been reclassified as *Kleinen Kreuzern* (light cruisers).



Kaiserin Elisabeth as originally constructed with primary cupola-turrets fore and aft, each mounting a single 24cm L/35 Krupp gun. (Naval History and Heritage Command NH 87331)



Armored cruiser *Kaiserin und Königin Maria Theresia* photographed in May 1898, shortly before departing for Cuba to protect Austro-Hungarian subjects on the island during the Spanish-American War. Coincidentally she arrived off Santiago on July 3, 1898, the day of the battle of Santiago de Cuba, and was almost fired on by the American battleship USS *Indiana*, which initially misidentified the Austro-Hungarian vessel as a Spanish warship. (Naval History and Heritage Command NH 88931)

Kaiser Franz Joseph I-class Specifications (after 1906 rebuilding)	
Dimensions	length: 103m 71cm (340ft 3in); beam: 14m 73cm (48ft 4in); draft: 5m 69cm (18ft 8in)
Full Displacement	4,494 tons
Ship's Complement	399–426 men
Armament	two 15cm L/40 Skoda guns in open barbettes fore and aft; light-caliber armament included 12 47mm L/44 Skoda quick-firing (QF) guns, four 47mm L/33 Skoda QF guns, and two 7cm L/15 landing guns; four 40cm torpedo tubes above the waterline
Machinery	two 3-cylinder horizontal triple expansion engines, fired by four cylindrical double-ended boilers, producing 8,450 indicated horsepower and driving two screws at a maximum speed of 19 knots
Protection	15cm (5.9in) gun shields: 90mm (3.5in) rounded shield tapering to 50mm (2in); conning tower: 50mm (2in); armored deck: 38–57mm (1.5–2.2in)

SMS *Kaiserin und Königin Maria Theresia*

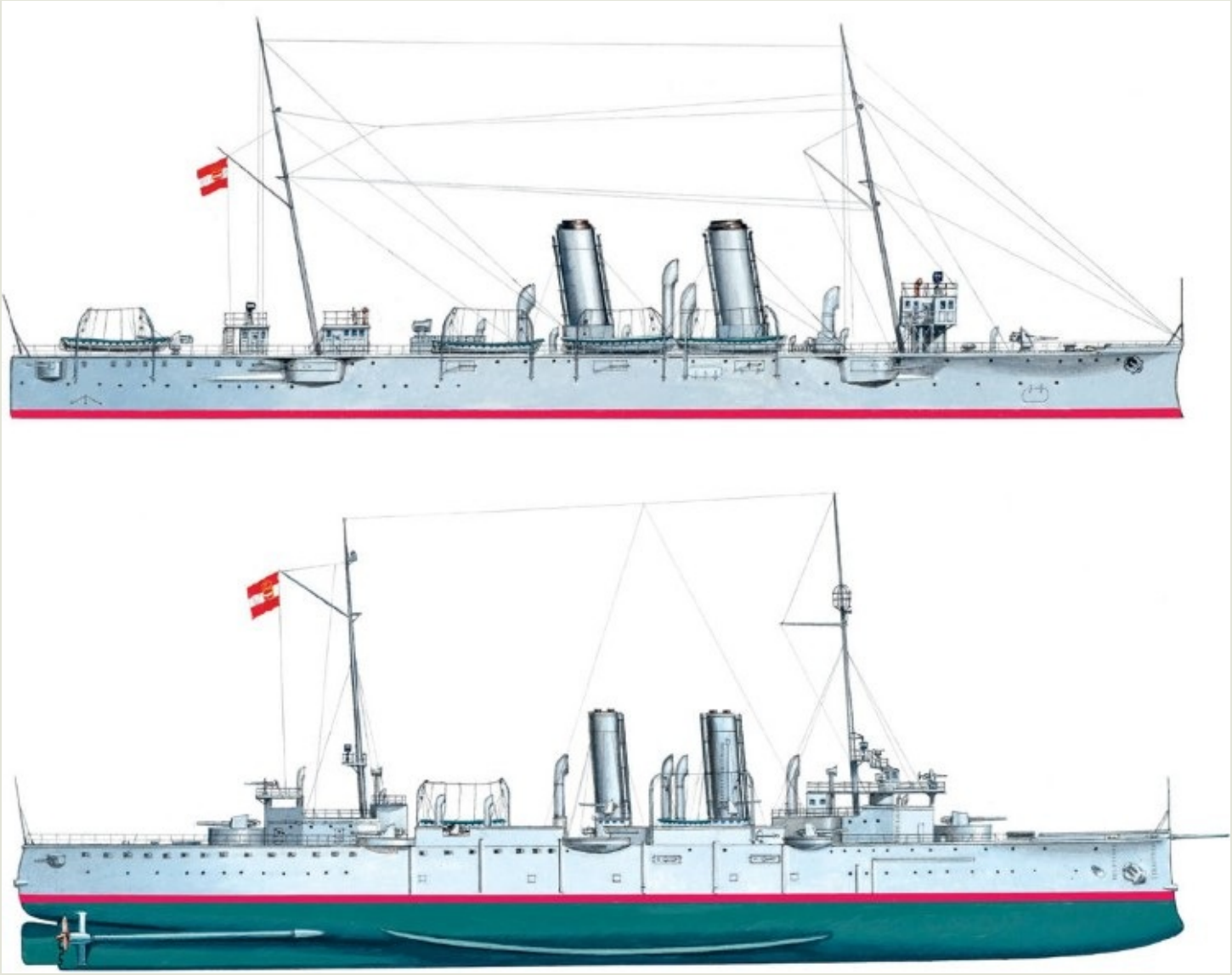
In July 1891, Sterneck went before Kaiser Franz Joseph and his advisors with a new fleet plan, part of which called for the construction of two additional Torpedorammkreuzern. Many naval officers in the *Marinesektion* (naval ministry) realized that the short-range torpedo tactics of the Jeune École were no longer sufficient to counter the new long-range battle-line tactics with pre-dreadnought battleships and their big guns and insisted that the Torpedorammkreuzer and the tactics shaped around it be abandoned, a decision also supported by the Kaiser. They argued that subsequent planned Torpedorammkreuzern should be designed more along the lines of the first larger armored cruisers, such as the French *Dupuy de Lôme* and the British Orlando class, being developed at the end of the 1880s. It was

believed that these vessels, with armored belts and better protection overall, could serve as a second-class battleship as well as a torpedo flotilla escort. This dual purpose also made the armored cruiser an easier sell to politicians as it was still considerably less expensive than a battleship. The Marinesektion requested designs for armored cruisers from several British builders to consider. The shipbuilding department of the *Marinetechnischen Komitees der k.u.k. Kriegsmarine* (Marine Technical Committee or MTK) had also begun work on designs for larger cruisers with better protection than the Torpedorammkreuzern already in 1889. Bowing to pressure from the Kaiser's advisors and from the Marinesektion, Sterneck ordered the alteration of Torpedorammkreuzer C, which he had preemptively authorized and was being laid down at STT's yards, to a domestic armored cruiser design developed by naval engineers Viktor Lollok and Josef Kuchinka.

The k.u.k. Kriegsmarine's first armored cruiser, *Kaiserin und Königin Maria Theresia*, was launched on April 29, 1893 and commissioned on March 24, 1895. She was protected by a 9.9cm (3.9in) armored belt, 9.9cm (3.9in) of plate covering her cupola primary turrets, and her casemates were covered with 7.9cm (3.1in) of plate. While this protection was light compared to later armored cruisers, it was almost exactly the same as France's *Dupuy de Lôme*, which entered service almost two months later. She also had the large armored battle masts typical of larger warships of the early 1890s. *Kaiserin und Königin Maria Theresia* was the first large Austro-Hungarian warship to be equipped with domestically produced armor – nickel-steel plate manufactured by the Witkowitzer Bergbau und Eisenhuettengewerkschaft (Witkowitz Mines and Iron Works) in Moravia – marking the increasing growth of the empire's industrial and naval infrastructure. Her heavier armament, two 24cm L/35 guns and eight 15cm L/35 QF guns, were acquired from Krupp, however. From 1905–06, *Kaiserin und Königin Maria Theresia* was modernized with her older Krupp 24cm guns being replaced by new Skoda 19cm L/42 guns in open-backed turrets and the 15cm batteries were raised a deck higher as had been done in the Kaiser Franz Joseph I class. *Kaiserin und Königin Maria Theresia* saw little service in World War I, serving as a harbor defense vessel in Sebenico until taken out of service in February 1917 and used as a barracks ship for U-boat crews at Pola.

SMS *Kaiserin und Königin Maria Theresia* Specifications (after 1909 rebuilding)	
Dimensions	length: 111m 66cm (366ft 4in); beam: 10m 77cm (53ft 4in); draft: 6m 83cm (22ft 5in)
Full Displacement	6,026 tons
Ship's Complement	475 men
Armament	two 19cm L/42 Skoda guns mounted on two single turrets; eight 15cm L/40 Skoda guns in casemates; light-caliber armament included 12 47mm L/44 Skoda QF guns, two 47mm L/33 Hotchkiss QF guns, and two 7cm L/15 landing guns; four 45cm torpedo tubes
Machinery	two 3-cylinder horizontal triple expansion engines, fired by four cylindrical double-ended boilers and two cylindrical single-ended boilers, producing 9,755 indicated horsepower and driving two screws at a maximum speed of 19.4 knots
Protection	armored belt: 100mm (3.9in); 19cm (7.5in) turret sides: 125mm (4.9in); 15cm (5.9in) casemates: 80mm (3.2in); conning tower: 50mm (2in); armored deck: 38–57mm (1.5–2.2in)

A SMS *ZENTA* AND SMS *KAISER FRANZ JOSEPH I*



The first ships lost by the k.u.k. Kriegsmarine in the war were the old protected cruisers *Zenta* and *Kaiserin Elisabeth*; by 1914 they were no longer valuable combat assets but their heroic last stands provided a valuable morale boost for the fighting spirit of the k.u.k. Kriegsmarine. On the morning of August 16 *Zenta* and the destroyer *Ulan* were on blockade patrol off Montenegro when at around 0845hrs *Zenta*'s commander, Fregattenkapitän Paul Pachner, spotted a French battle fleet bearing down from the northwest. The French forces were approaching at 20 knots and as the old *Zenta* could no longer make that speed, Pachner ordered *Ulan* to make a break for Cattaro while *Zenta* would attempt to hold off the enemy long enough for the destroyer to escape. While the French light units attempted to hunt down *Ulan*, the battleships turned on *Zenta*, signaling the cruiser to surrender; Pachner responded by raising the battle ensign. Shortly before 0900hrs the French opened fire on *Zenta* and by 0925hrs the crippled and sinking cruiser was on fire from stem to stern. *Zenta* went down with flags still flying at 0930hrs but *Ulan* escaped.

SMS *Kaiserin Elisabeth* holds the distinction of being the only Austrian warship sunk outside of the Adriatic during World War I. *Kaiserin Elisabeth* had been on the Far Eastern Station since departing Pola in August 1913 when on July 21, 1914, she received orders to sail for the German naval base at Tsingtau in northeastern China. On August 23 Japan declared war on Germany and two days later on Austria-Hungary. Linienschiffskapitän Richard Makoviz, *Kaiserin Elisabeth*'s commander, allowed the Germans to remove *Kaiserin Elisabeth*'s 15cm guns, six of her 47mm guns, and her two 7cm landing guns for use as shore batteries facing the landward approaches to Tsingtau. A landing party of 122 sailors and marines was formed from *Kaiserin Elisabeth*'s complement to man her new shore batteries and her six machine guns. With her remaining guns, *Kaiserin Elisabeth* provided mobile fire support to the ground defenders. On November 1 *Kaiserin Elisabeth* expended the last of her ammunition and Makoviz scuttled his ship in Tsingtau Bay the following

evening.

Shown here are *Zenta* (left) and *Kaiser Franz Joseph I* (right), *Kaiserin Elisabeth*'s sister ship – identical to her sister except for her standard k.u.k. 1914 colors. *Kaiserin Elisabeth* was Montecuccolin green above the waterline. *Kaiser Franz Joseph I* served as a harbor defense ship at Cattaro for most of the war.

Zenta class protected cruisers

By the mid-1890s there had been no new cruisers added to the fleet since the torpedo cruisers built in the mid-1880s; funding had been used to build the navy's first armored cruiser and the three coastal defense battleships, essentially small pre-dreadnoughts, of the Monarch class. Sterneck realized there was still a need for light cruisers to serve as scouts for his growing coastal defense fleet and to serve as torpedo flotilla leaders if necessary. Furthermore there was an increased need for the k.u.k. Kriegsmarine to take up station in foreign waters and "show the flag" around the world due to sudden growth in the empire's maritime commerce and increasing global influence, particularly in the Orient. He decided to follow international precedent and opted for three 1,700-ton protected cruisers, receiving authorization for their construction in 1895. The resulting Zenta class, designed by naval architect Josef Kuchinka, was similar to the second- and third-class "Elswick Cruisers" being constructed in quantity in Great Britain. The lead ship *Zenta* was laid down on August 8, 1896 at the Pola Seearsenal yard, followed by her sisters *Aspern* on October 4, 1897, and *Szigetvár* on May 25, 1899. They were commissioned as follows: *Zenta*, May 28, 1899; *Aspern*, May 29, 1900; *Szigetvár*, September 30, 1901. *Zenta* in particular distinguished herself early in her career as an "overseas cruiser" while on deployment in the Far East. At the outset of the Boxer Rebellion in the summer of 1900, 160 sailors from *Zenta* led the assault on the first of the Taku forts that guarded the approach to Peking via the Hai River; the k.u.k. Kriegsmarine ensign was the first foreign flag to fly victoriously over the forts. A detachment of 30 sailors from *Zenta*, assigned to the Austro-Hungarian legation and armed with a machine gun, fought in the defense of the besieged foreign legations in Peking. Given the rapid pace of naval developments over the first decade of the twentieth century, the Zenta-class cruisers were quickly rendered obsolescent due to their relatively low speed, as new light cruisers coming into service could achieve at least 25 knots; they were already scheduled to be replaced in 1910. They were, however, still in service in 1914 and *Aspern* and *Szigetvár* saw limited service as support vessels until both were taken out of service in March 1918.

Aspern in Hampton Roads in May 1907, showing the flag on a courtesy visit to the United States during the 300th anniversary of the founding of the English Jamestown settlement in Virginia. (Library of Congress LC-D4-22441)

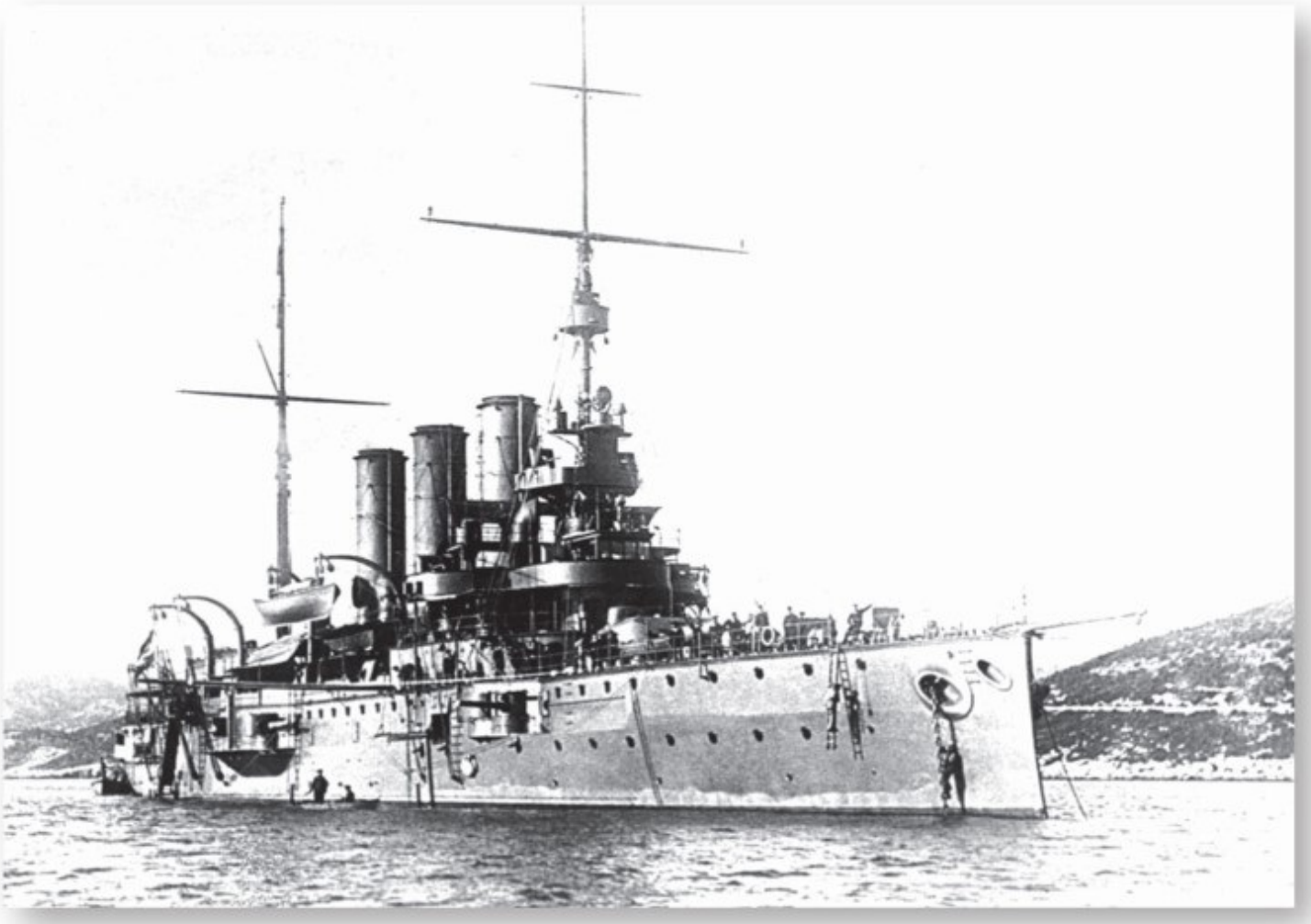
Zenta-class Specifications	
Dimensions	length: 96m 88cm (317ft 10in); beam: 10m 52cm (34ft 6in); draft: 3m 99cm (13ft 11in)
Full Displacement	2,503 tons (*Zenta*)
Ship's Complement	308 men
Armament	eight 12cm L/40 Skoda C.96 QF guns, two in shielded mounts on deck fore and aft, and three in casemates on each side; light-caliber armament included eight 47mm L/44 Skoda QF guns and two 47mm L/33 Hotchkiss QF guns; two 45cm torpedo tubes above the waterline
Machinery	two 4-cylinder vertical triple expansion engines, fired by eight Yarrow boilers, producing 8,160 indicated horsepower and driving two screws at a maximum speed of 20.8 knots
Protection	12cm (4.7in) gun shields: 45mm (1.8in); 12cm (4.7in) casemates: 35mm (1.4in); conning tower: 50mm (2in); armored deck: 25–50mm (1–2in)

SMS *Kaiser Karl VI*

In 1895, in addition to the Zenta-class protected cruisers, the k.u.k. Kriegsmarine received enough funding to lay down a proposed 5,800-ton armored cruiser the following year. Although termed Rammkreuzer D in naval documents, this vessel, *Kaiser Karl VI*, was intended to serve the fleet as a 2nd-class battleship, a torpedo flotilla escort, and also as a heavy escort to smaller cruisers serving in foreign waters. Sterneck was pleased with *Kaiserin und Königin Maria Theresia* which had just entered service, and ordered an improved version of the vessel developed by naval engineer Viktor Lollok. On June 1, 1896 *Kaiser Karl VI* was

laid down in the STT yards, launched on October 4, 1898, and commissioned on May 23, 1900. *Kaiser Karl VI* had almost the exact same armament as *Kaiserin und Königin Maria Theresia* but had vertical triple expansion engines that were more powerful than the latter's older horizontal engines, a cleaner profile (lacking the large superstructure which *Kaiserin und Königin Maria Theresia* had amidships), and better protection. Weighing in at 6,864 tons upon completion, *Kaiser Karl VI* boasted an armored belt 221mm (8.7in) thick at the center and tapering to 180mm (7.1in), primary turrets protected by 201mm (7.9in) of plate, casemates covered with 76mm (3in) plate, and a heavily armored conning tower; she was better protected than the Italian Giuseppe Garibaldi class of armored cruisers being built simultaneously across the Adriatic. *Kaiser Karl VI*'s two 24cm primary guns were manufactured by Skoda but were licensed copies of Krupp's L/40 C94 gun. Her eight 15cm L/40 SC96 secondary guns were designed and built by Skoda, however. Given her relatively modern design, *Kaiser Karl VI* did not undergo any major modifications prior to World War I and spent most of the conflict supporting light cruiser operations from Cattaro.

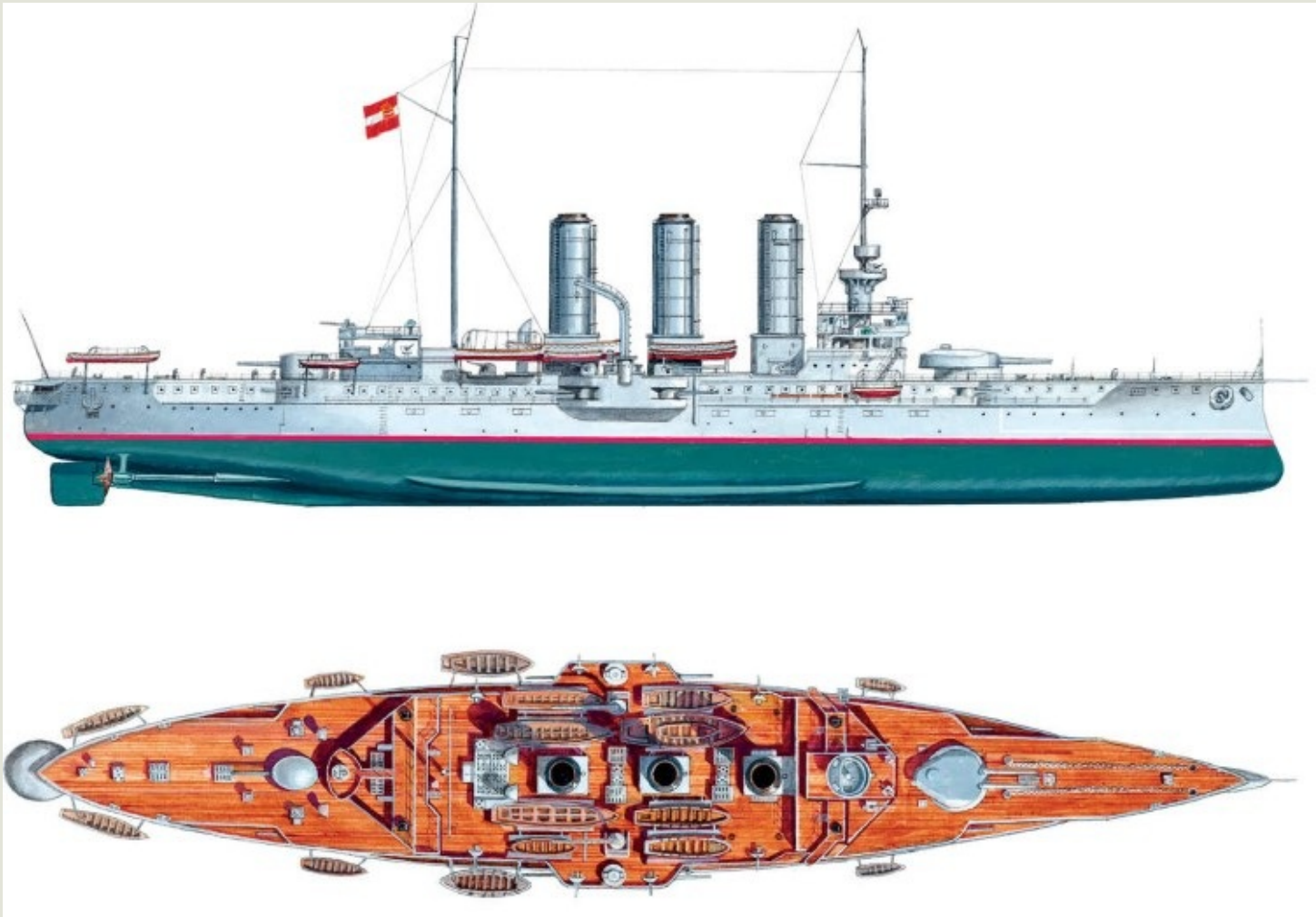
Sailors from *Zenta*, then on station in the Far East, storming one of the Taku forts, guarding the entrance to the Hai River en route to Peking, on June 17, 1900 at the beginning of the Boxer Rebellion. As a Great Power, Austria-Hungary participated in the Eight Nation Alliance against the Boxers, later sending *Aspern*, *Kaiserin und Königin Maria Theresia*, and *Kaiserin Elisabeth* to China.



Kaiser Karl VI had a more modern appearance than *Kaiserin und Königin Maria Theresia* with a smaller and cleaner superstructure amidships. (Naval History and Heritage Command NH 87385)

SMS *Kaiser Karl VI* Specifications (after 1906 rearmament)	
Dimensions	length: 118m 95cm (390ft 3in); beam: 17m 32 cm (56ft 10in); draft: 6m 76cm (22ft 2in)
Full Displacement	6,864 tons
Ship's Complement	535 men
Armament	two 24cm L/40 Krupp K.94 guns mounted two single turrets; eight 15cm L/40 Skoda guns in casemates, four on each side; light-caliber armament included 14 47mm L/44 Skoda QF guns and two 47mm L/33 Hotchkiss QF guns; two 45cm torpedo tubes
Machinery	two 4-cylinder vertical triple expansion engines, fired by 16 Belleville boilers, producing 12,000 indicated horsepower and driving two screws at a maximum speed of 20.8 knots
Protection	armored belt: 220mm (8.7in) on top, tapering downwards to 170mm (6.7in); barbettes: 200mm (7.9in); 24cm (9.5in) turret sides: 200mm (7.9in); 15cm (5.9in) casemates: 80mm (3.2in); conning tower: 200mm (7.9in); armored deck: 40–60mm (1.6–2.4in)

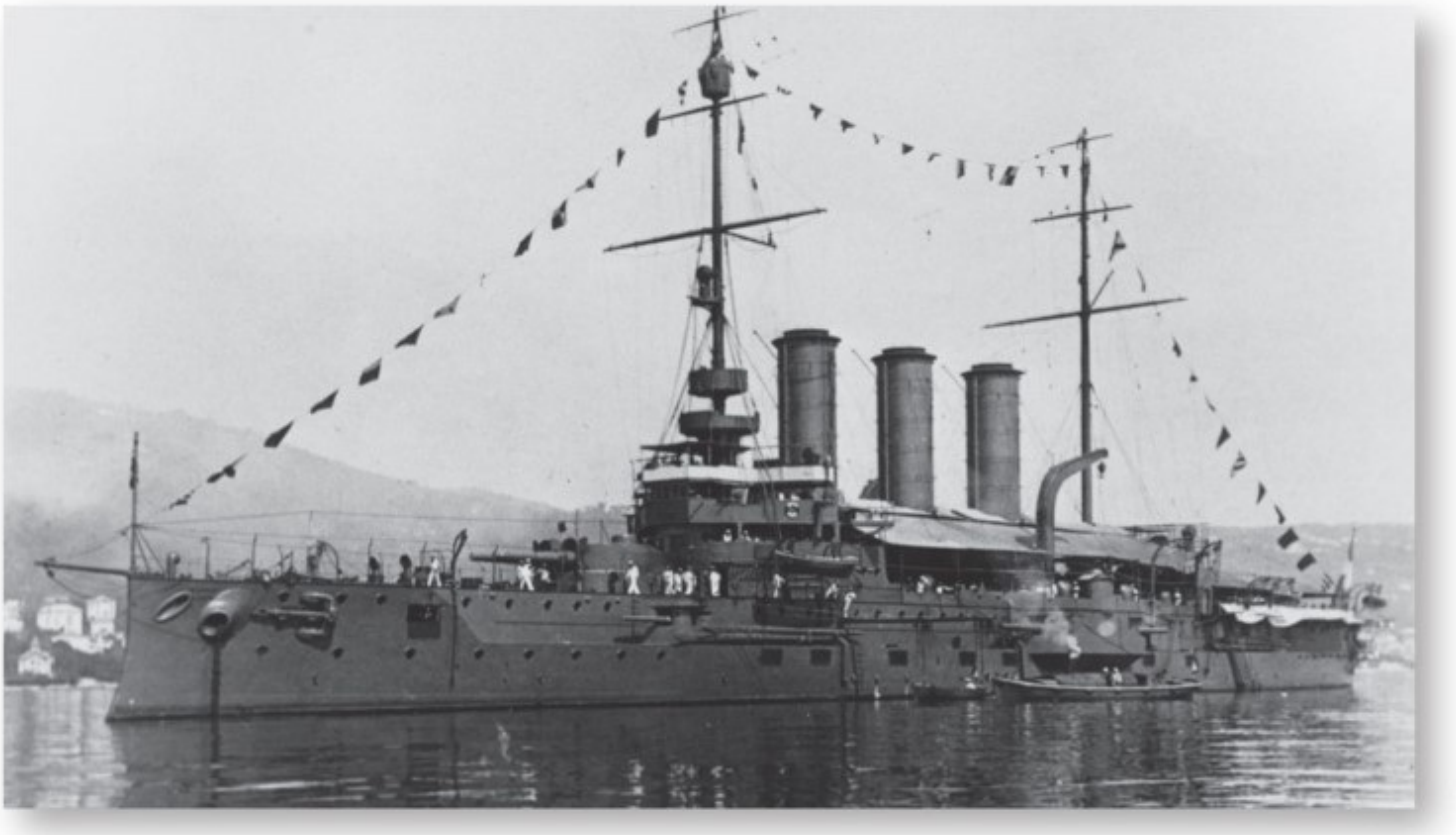
B SMS *SANKT GEORG*



While *Sankt Georg* was the largest and best of the k.u.k. Kriegsmarine's armored cruisers, she was largely obsolete by the beginning of World War I. Nevertheless she proved to be useful as a bombardment platform and was the hero of the battle of the Otranto Straits, saving Horthy's cruisers from potential destruction. After the battle she remained dormant at Cattaro where boredom and worsening food and supply rations eroded morale for the remainder of the year and into 1918. *Sankt Georg*'s last action of the war would prove to be her most disgraceful and spelled the end for the navy's armored cruisers. On February 1, 1918 a mutiny broke out aboard *Sankt Georg* and quickly spread to *Kaiser Karl VI*, *Kaiser Franz Joseph I*, the pre-dreadnought *Monarch*, the old battleship *Kronprinz Erzherzog Rudolph*, and the depot ship *Gää*. The light vessels in the Bocche di Cattaro, under the command of Linienschiffskapitän Erich Heyssler (the cruisers *Helgoland* and *Novara*, three Tátra-class and four Huszár-class destroyers, and 14 torpedo boats), remained loyal to the empire and led his vessels into the inner bay, under the protection of the shore batteries, manned by the loyal ground garrison at Cattaro. On the early morning of February 3 the three Erzherzog-class battleships arrived from Pola, dispatched to assist in putting down the mutiny. Surrounded by coastal batteries, the Erzherzogs, and threatened with torpedo attack by Heyssler's light units, one by one the mutinous vessels lowered their red flags, with *Sankt Georg* being the last to do so. To remove bad elements from Cattaro and the navy, *Sankt Georg*, *Kaiser Karl VI*, and *Kaiser Franz Joseph I* were decommissioned in March and were converted into accommodation vessels.

SMS *Sankt Georg*

Sankt Georg was the last armored cruiser constructed for the k.u.k. Kriegsmarine, representing the end of any remaining influence of the Jeune École. Planned as Rammkreuzer E, she was essentially an improved version of *Kaiser Karl VI* and, like her predecessor, was intended to serve as a 2nd-class battleship, torpedo flotilla escort, and foreign station ship. The primary differences were increased displacement, more powerful engines (resulting in a slightly higher maximum speed), and more powerful secondary and tertiary armament arrangements. She was laid down at the Pola Seearsenal on March 11, 1901, launched on December 8, 1903, and commissioned on July 21, 1905, coming into service a year after the last battleship of the Habsburg class was commissioned. While useful as a torpedo boat or cruiser flotilla escort, the questionable performance of armored cruisers in the Spanish-American War (at the battle of Santiago de Cuba on July 3, 1898 an American force of five battleships and one armored cruiser destroyed a Spanish squadron of four armored cruisers and two destroyers without loss) and their high cost meant she was the last armored cruiser constructed for the k.u.k. Kriegsmarine. Given the cash-strapped budget of the navy and its desire to build a battle fleet, all available funding had to be devoted to battleship construction; there were no funds for expensive projects of questionable combat value in a fleet engagement and the k.u.k. Kriegsmarine had no plans for waging a *guerre de course* against a foreseeable enemy – a role increasingly assumed by Italy after the turn of the century. Thus the k.u.k. Kriegsmarine abandoned the concept of armored cruisers much earlier than the other great naval powers, a decision which would prove forward-thinking in light of later naval developments such as the dreadnought battleship and the battlecruiser. *Sankt Georg* nevertheless proved to be a useful asset in the Adriatic during World War I despite her age and relatively slower speed, using her heavy armament to cover light cruiser and destroyer operations.



With the exception of the dual primary gun turret fore, *Sankt Georg* was very similar in appearance to *Kaiser Karl VI*. (Naval History and Heritage Command NH 87396)

SMS *Sankt Georg* Specifications (after 1914 rearmament)	
Dimensions	Length: 124m 28cm (407ft 9in); beam: 19m 2cm (62ft 5in); draft: 6m 83cm (22ft 5in)
Full Displacement	8,070 tons
Ship's Complement	630 men
Armament	two 24cm L/40 Skoda guns mounted in a single twin turret fore; five 19cm L/42 Skoda guns, one mounted aft on the deck in a single turret, four mounted in casemates amidships, two on each side; four Skoda 15cm L/40 guns in casemates, two on each side; light-caliber armament included nine 7cm L45 Skoda QF guns, eight 47mm L/44 Skoda QF guns, and two 47mm L/44 Hotchkiss QF guns; two submerged 45cm torpedo tubes
Machinery	two 4-cylinder vertical triple expansion engines, fired by 12 Yarrow boilers, producing 15,000 indicated horsepower and driving two screws at a maximum speed of 22 knots
Protection	armored belt: 210mm (8.3in) on top, tapering downwards to 165mm (6.5in); barbette: 210mm (8.3in); 24cm (9.5in) turret sides: 200mm (7.9in); 19cm (7.5in) turret sides: 160mm (6.3in); 15cm (5.9in) casemates: 150mm (5.9in); conning tower: 200mm (7.9in); armored deck: 36–50mm (1.4–2in)

Huszár-class destroyers

In the spring of 1904 in a move to increase its naval defenses in the Adriatic, the Italian *Regia Marina* based a division of battleships in the port of Taranto and began basing other light units along the Adriatic coast. Admiral Spaun warned the imperial government of a growing

Italian naval threat and requested a special credit, part of which was earmarked to fund the construction of 12 destroyers and 36 high-seas torpedo boats, replacing the now-obsolescent torpedo craft built during Sterneck's period of command. Given the lack of domestic destroyer designs and construction experience, Spaun decided it was necessary to find a design abroad which could be license-produced in home yards. While the terms of his naval credit were being debated in Vienna, Spaun authorized the order of a 400-ton destroyer design from the British yard Yarrow & Co., Ltd. on August 6, 1904 which met the requirements of the MTK (a minimum 27-knot speed and powered by the same 4-cylinder triple expansion engines used in a 200-ton torpedo boat design soon to be built for the navy) along with a license to build the design in domestic yards. The design selected was based on a group of British destroyers built beginning in the mid-1890s by several shipbuilders and known as "30 Knotters" in reference to their maximum speed (reclassified as B-class destroyers shortly before World War I). Although it was an older design, the fact that these vessels had a successful service history appealed to Spaun. This was also to be the last ship acquired by Spaun for the k.u.k. Kriegsmarine; he retired from his post as Marinekommandant in the fall of 1904 due to the stress from having to continually fight for adequate naval funding in the political arena.

One of the Huszár-class destroyers nearing completion.

Spaun's Yarrow-built destroyer, SMS *Huszár*, was laid down on November 14, 1904, launched on May 31, 1905, and arrived in Pola on July 28, 1905. The new Marinekommandant, Admiral Rudolf Graf von Montecuccoli degli Erri, having secured the naval credit pursued by Spaun, placed an order for five Huszár-class destroyers from STT in November 1904 as the first phase of completing the 12 destroyers originally called for in Spaun's 1898 fleet plan. These destroyers were laid down between September 1905 and September 1906 and were completed as follows: *Ulan*, September 21, 1906; *Streiter*, December 31, 1906; *Wildfang*, June 15, 1907; *Scharfschütze*, September 15, 1907; *Uskoke*, December 31, 1907. Montecuccoli was obliged by the agreement made by Spaun with the

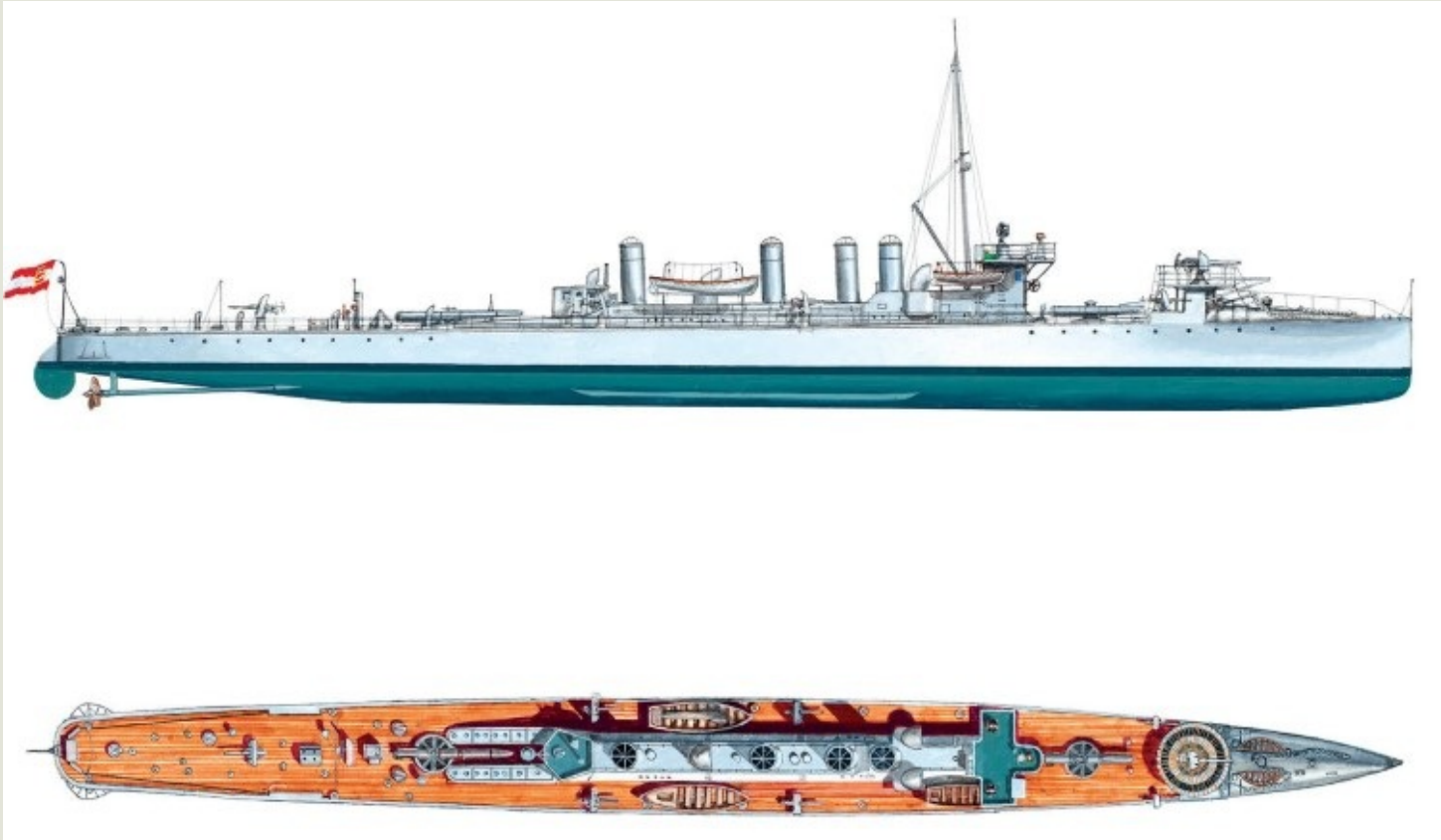
Hungarian parliament to give naval contracts to Hungarian manufacturers and one of the conditions of the naval loan was that some of the new Huszár-class destroyers would be built in a Hungarian yard. The Danubius-Werft firm in Rijeka was the only shipyard that had facilities capable of building warships but as the yard had never constructed such vessels before it took some time before work could properly begin. The Danubius-built destroyers were laid down between July 1907 and January 1909 and were completed as follows: *Turul*, December 31, 1908; *Pandur*, January 31, 1909; *Csikós*, November 16, 1909; *Reka*, *Velebit*, and *Dinara* all on December 31, 1909. Two more Huszár-class destroyers were built in addition to the planned 12: *Huszár II*, laid down by the Pola Seearsenal on November 29, 1909 and completed on February 8, 1911, was built as a replacement for the original *Huszár* which ran onto a reef and sank in December 1908; *Lung Tuan*, ordered by China in 1911 from STT but never purchased, was requisitioned by the k.u.k. Kriegsmarine at the beginning of the war and put into service as *Warasdiner*. By the beginning of the war the Huszár-class destroyers were obsolete compared to larger, turbine-powered designs, their "turtle back" forecastles made them very wet in rough seas, and their light displacement limited their operational and combat effectiveness in poor weather. Nevertheless, they were heavily used during the war and operated effectively within the confines of the Adriatic.

Huszár-class destroyer *Ulan*.

Huszár-class Specifications (after 1913 rearming)	
Dimensions	length: 68m 38cm (224ft 4in); beam: 6m 25cm (20ft 6in); draft: 1m 9cm (6ft 3in)
Full Displacement	414 tons

Ship's Complement	70 men
Armament	one 7cm Skoda L/45 QF gun; five 7cm L/30 Skoda QF guns (*Warasdiner* had two 7cm Skoda L/45 QF guns and four 7cm L/30 Skoda QF guns); two single deck-mounted 45cm torpedo tubes amidships fore and aft (*Warasdiner* had two twin deck-mounted 45cm torpedo tubes)
Machinery	two 4-cylinder vertical triple expansion engines, fired by four Yarrow boilers, producing 6,000 indicated horsepower and driving two screws at a maximum speed of 28.4 knots

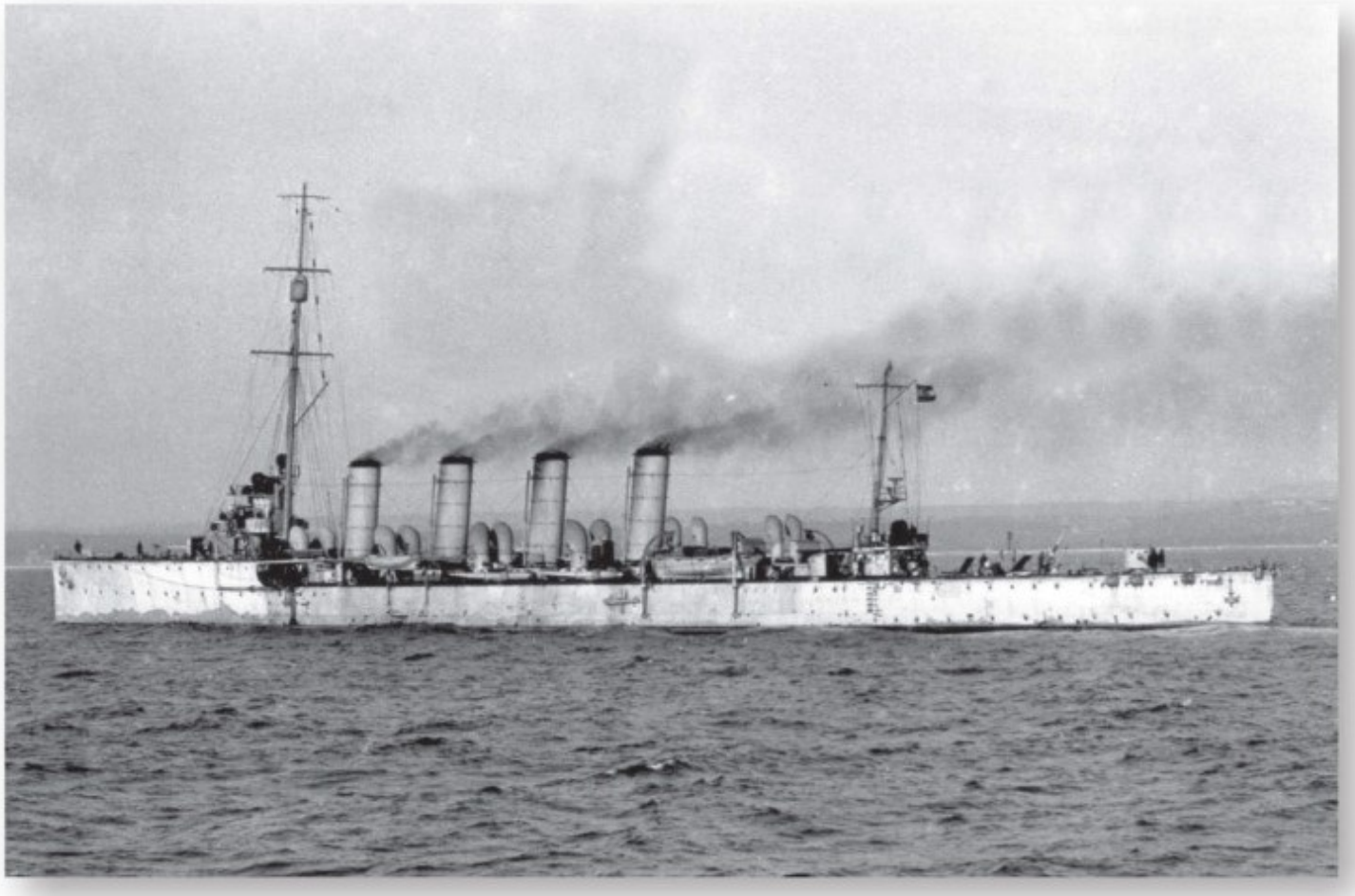
C HUSZÁR-CLASS DESTROYERS



Although an obsolescent design by 1914 and considerably smaller than new classes of destroyers entering fleet service, the Huszár-class destroyers proved highly capable of hit-and-run missions in the Adriatic. With their maximum speed of 28 knots they could outrun nearly all Allied vessels that outgunned them and they could hold their own against Allied destroyers when necessary. Such an action took place on the night of December 22–23, 1916 when Korvettenkapitän Nowotny led *Scharfschütze*, *Dinara*, *Reka*, and *Velebit* on a raid into the Otranto Straits. After traveling through dense fog, conditions began to clear around 2100hrs and at 2118hrs two enemy drifters were spotted. Both were sunk but not before they were able to launch several warning rockets. Shortly thereafter Bogumil Nowotny spotted signal lights to the north and ordered his destroyers to turn around immediately and head for home. These lights came from an Allied force of six French destroyers that had responded to the warning rockets. The lead two destroyers, *Casque* and *Commandant Riviere*, engaged Nowotny's force beginning at 2140hrs but the other four French destroyers failed to follow *Casque*'s signals and lost contact. At 2211hrs a shot knocked out *Commandant Riviere*'s aft boiler room and the French dropped back, eventually out of sight. During this running fight *Dinara* had become separated from *Scharfschütze*, *Reka*, and *Velebit*, and at 2235hrs Nowotny slowed to allow his group to re-form. At 2255hrs a destroyer was spotted approaching, initially thought to be *Dinara*, but *Velebit* turned a searchlight on the incoming vessel to make sure; it turned out to be *Casque*. The three Austrian destroyers turned their guns on their French pursuer, knocking out her forward boiler room after several salvoes, and the stricken vessel dropped back out of sight within several minutes. *Dinara* met up with the rest of Nowotny's force at 0730hrs the next morning and all vessels safely returned to Cattaro.

SMS *Admiral Spaun* and the Novara-class light cruisers

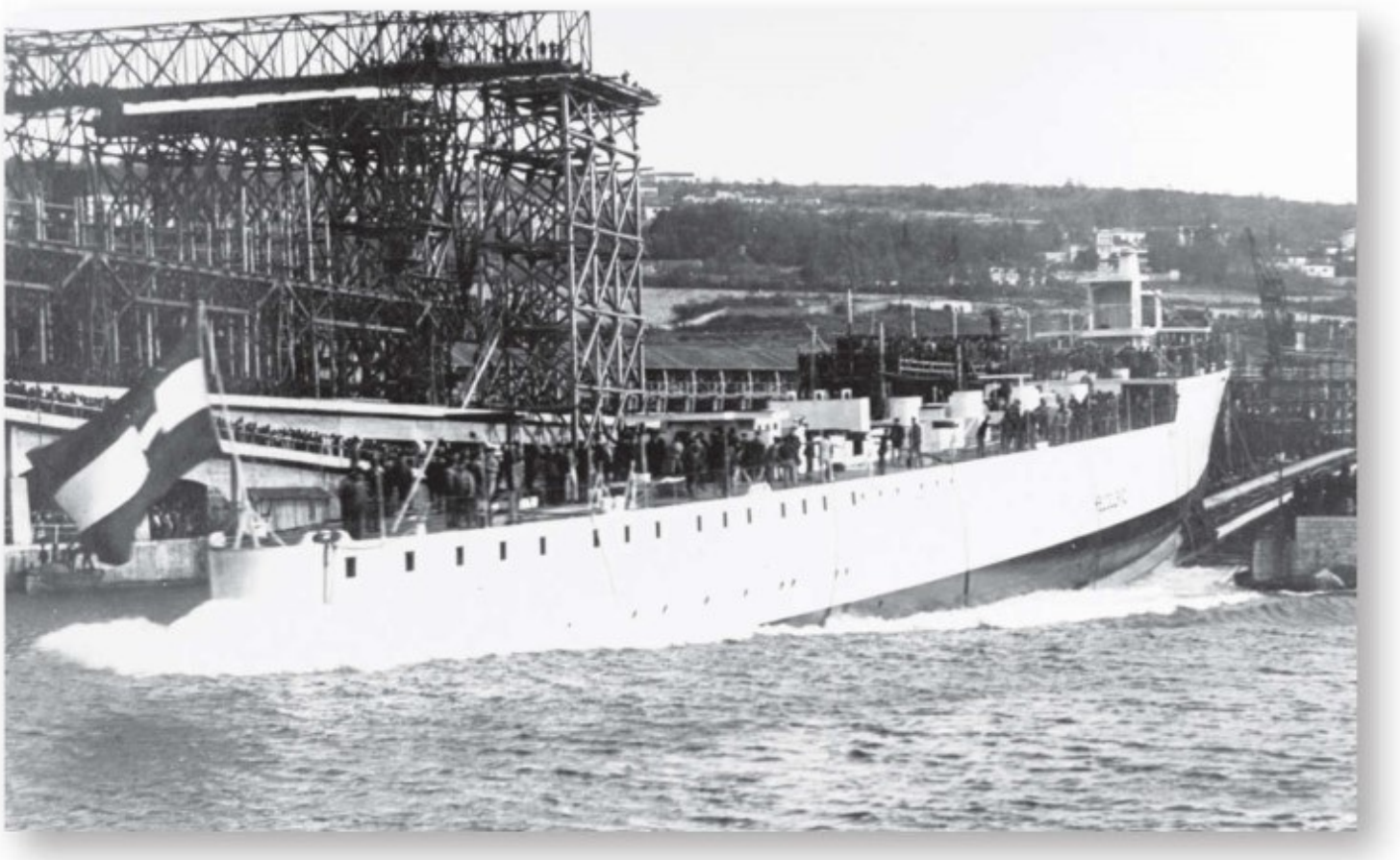
On May 1, 1906, the MTK was ordered to begin the design of a turbine-powered 3,500-ton scout cruiser that was to be faster than contemporary scout cruisers in service with or being constructed for other navies: the British Adventure class (25 knots), the American USS *Chester* (24 knots), and the German Dresden class (24 knots). On May 30, 1908, the resulting 3,500-ton *Rapidkreuzer* (fast cruiser) was laid down in the Pola Seearsenal. The long design time for the vessel was due to the MTK's relative unfamiliarity with turbine design. After considerable research Parsons direct drive reaction turbines, which had been in use for several years, were selected despite the fact that impulse turbines, which were more efficient and economical, had recently been developed. The ship's propulsion unit consisted of two high-pressure turbines and two low-pressure turbines turning two outer screws, and two cruising turbines turning two inner screws. While weighing less than vertical triple expansion engines, the weight of six turbines was still substantial and limited the number of heavier guns that could be mounted on deck. Christened *Admiral Spaun* as a tribute to the former Marinekommandant's hard-fought struggle to secure funding to create a modern battle fleet, the first Rapidkreuzer of the k.u.k. Kriegsmarine was launched on October 30, 1909 and commissioned on November 15, 1910. Although she had been heavily influenced by scout cruiser designs of the Royal Navy and despite the experimental approach taken to her propulsion, *Admiral Spaun* was an innovative design and arguably could be considered the first modern light cruiser. On her trials she made 27 knots, making her the fastest cruiser in service in the world at the time of her commissioning. What made *Admiral Spaun* unique from scout cruisers was that she had a protection scheme which would later become standard for light cruisers – in addition to an armored deck and armored conning tower, she possessed a 76mm (3in) armored belt instead of the internal sloped-armored deck of the protected cruiser era. With a main armament of seven 3.9in guns, she was more lightly armed than the first British and German light cruisers but it was not until the Arethusa class (1912) and the Magdeburg class (1910) were laid down that the Royal Navy and the Kaiserliche Marine had light cruisers that were as fast and similarly protected as *Admiral Spaun*.



Admiral Spaun was an advanced design when developed. She was more lightly armed than contemporary British and German light cruisers but it was not until the Arethusa class of 1912 and the Magdeburg class of 1910 that the British and Germans had light cruisers that were as fast and similarly protected.

In March 1911, after a lengthy series of negotiations, the imperial government belatedly granted Montecuccoli a budget to cover a new fleet expansion program, which called for additional turbine-powered light cruisers. The first of the new Helgoland-class cruisers, SMS *Saida*, was laid down on September 9, 1911, in the new Cantiere Navale Triestino (CNT) yard in Montalcone. As part of the mandated construction allocation to Hungary, the other two cruisers, *Helgoland* and *Novara*, were ordered from Danubius and were laid down on October 28, 1911 and December 9, 1912 respectively. All of the cruisers were armed with nine 10cm Skoda L/50 K.11 guns and a single twin-tube 45cm torpedo launcher mounted on the stern. A Skoda 7cm L/50 BAG antiaircraft gun and three twin-tube 53cm torpedo launchers (one replacing the older 45cm launcher) were added to each cruiser in 1917. Danubius acquired a license from AEG to manufacture single-shaft AEG-Curtis impulse turbines for vessels produced in its yard and *Helgoland* and *Novara* received such propulsion units. *Saida*, however, was given a unique set of turbines, designed by the German Melms & Pfenninger firm and license-produced in Prague by the Maschinenbau Aktien-Gesellschaft; as STT and Danubius held the Austro-Hungarian licenses for Parsons and AEG-Curtis turbines, the CNT yard had to obtain marine turbines elsewhere. The Melms & Pfenninger design was a more efficient single-shaft propulsion unit, not needing cruising turbines, and the k.u.k. Kriegsmarine approved its use in *Saida*. This proved to be an unfortunate decision, however,

as *Saida*'s propulsion units were poorly constructed and suffered from a chronic loss of pressure between the boilers and the turbines. This meant that *Saida* frequently could not match the maximum speed of her sisters and her turbines were never replaced due to wartime construction demands. Despite *Saida*'s turbine problems, the three Helgoland-class cruisers were the most useful k.u.k. Kriegsmarine units of the war; they were perfectly suited for hit-and-run missions as their high speeds allowed them to outrun almost every Allied ship that outgunned them in the Adriatic. As a result *Helgoland* and *Novara* saw the most action of any k.u.k Kriegsmarine vessels during the war. *Admiral Spaun* was kept in the northern Adriatic for most of the war, providing cover for mining operations as her unreliable turbines prevented her from operating effectively with her near-sisters.

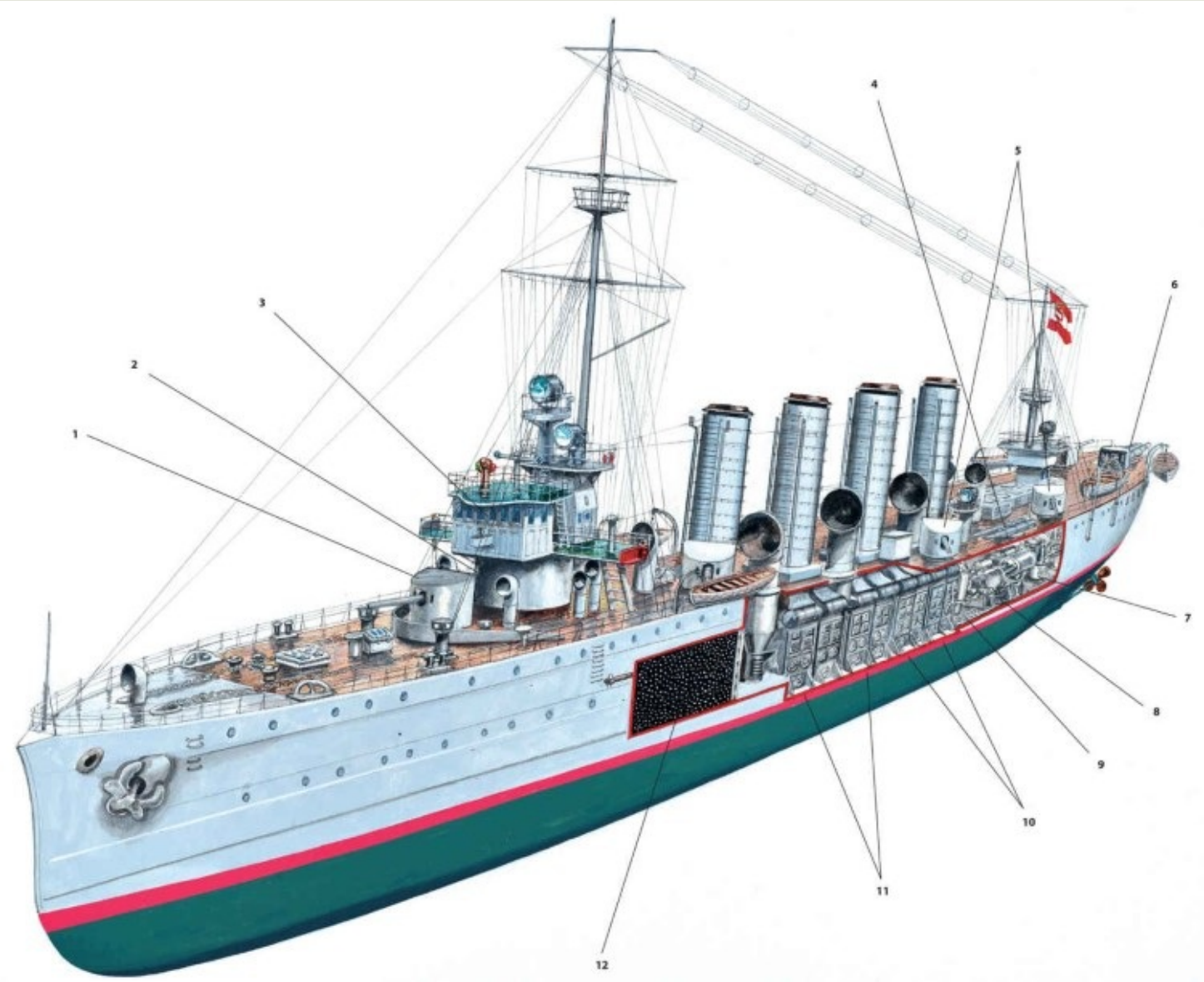


Helgoland being launched at the Danubius yard at Rijeka on November 23, 1912. (Naval History and Heritage Command NH 87427)

***Admiral Spaun* and Helgoland-class Specifications**	
Dimensions	length: 130m 66cm (428ft 8in); beam: 12m 78cm (41ft 11in); draft: 5m 28cm (17ft 4in)
Full Displacement	4,000 tons (*Admiral Spaun*)
Ship's Complement	327 men (*Admiral Spaun*); 340 men (Helgoland class)
Armament	seven 10cm L/50 Skoda K.10 QF guns in shielded mounts (nine K.11 variants on the Helgoland class); one 47mm L/44 Skoda QF landing gun; one 8mm machine gun; two single deck-mounted 45cm torpedo tubes amidships on each side, later increased to four double tubes in 1915 (Helgoland class had three deck-mounted 53.3cm double torpedo tubes, one amidships on each side and one on the stern); minelaying gear

	and accommodation for 60 mines (*Admiral Spaun* only)
Machinery	*Admiral Spaun* : six Parsons turbines, fired by 16 Yarrow boilers, producing 25,130 shaft horsepower and driving four screws at a maximum speed of 27.1 knots; *Helgoland* and *Novara*: two AEG turbines, fired by 16 Yarrow boilers, producing 30,178 shaft horsepower and driving two screws at a maximum speed of 27 knots; *Saida*: two Melms-Pfenninger turbines, fired by 16 Yarrow boilers, producing 24,619 shaft horsepower and driving two screws at a maximum speed of 26.5 knots
Protection	side protection: 60mm (2.4in); 10cm (3.9in) gun shields: 40mm (1.6in); conning tower: 50mm (2in); armored deck: 20mm (0.8in)

D SMS *NOVARA*



Even before *Admiral Spaun* was launched, Admiral Montecuccoli was impressed enough with the design that in the autumn of 1908 he included three new Rapidkreuzern in his proposed construction program of 1910. Shortly after this construction program was formally announced in early 1909 the government in Hungary collapsed and the parliamentary impasse that followed meant that no naval budget was authorized in 1909. This delay was fortuitous in the sense that it allowed the MTK to make critical changes to the propulsion units of the planned Rapidkreuzern as several problems were being noted with *Admiral Spaun*'s Parsons turbines. An older design, the Parsons turbines fitted in *Admiral Spaun* took up a significant amount of space, making for very cramped engine spaces, and were less efficient, more complicated, and less reliable than newer turbines coming into service in the middle of the decade. Direct drive impulse turbines, developed by the Curtis Marine Turbine Company in the United States and manufactured in Europe by the German Allgemeine Elektricitäts-Gesellschaft AG firm (AEG), did not require separate cruising turbines for economical operation at lower speeds and thus required only two shafts. Fewer turbines and fewer shafts meant less machinery that could malfunction, resulting in a higher degree of reliability as well as less weight. Of the 52 tons of weight saved from the smaller propulsion unit, 31 tons was designated for the addition of two more 3.9in guns. Other than the machinery and armament changes the design for the new Rapidkreuzern remained the same and this improved-*Admiral Spaun* design came to be known as the Helgoland class. *Helgoland*, *Novara*, and *Saida* were perhaps the most important assets in the k.u.k. Kriegsmarine during the war as they were ideal for hit-and-run raids, the predominant type of offensive action conducted by Austrian light forces during the conflict.

KEY

1. Forward 10cm L/50 Skoda K.11 QF gun
2. Conning tower
3. Bridge
4. Port 53.3cm double torpedo tube
5. Port 10cm L/50 Skoda K.11 QF gun
6. Stern 53.3cm double torpedo tube
7. Aft machine room
8. AEG turbine
9. Forward machine room
10. Boiler rooms II and I
11. Boiler rooms IV and III
12. Coal bunker

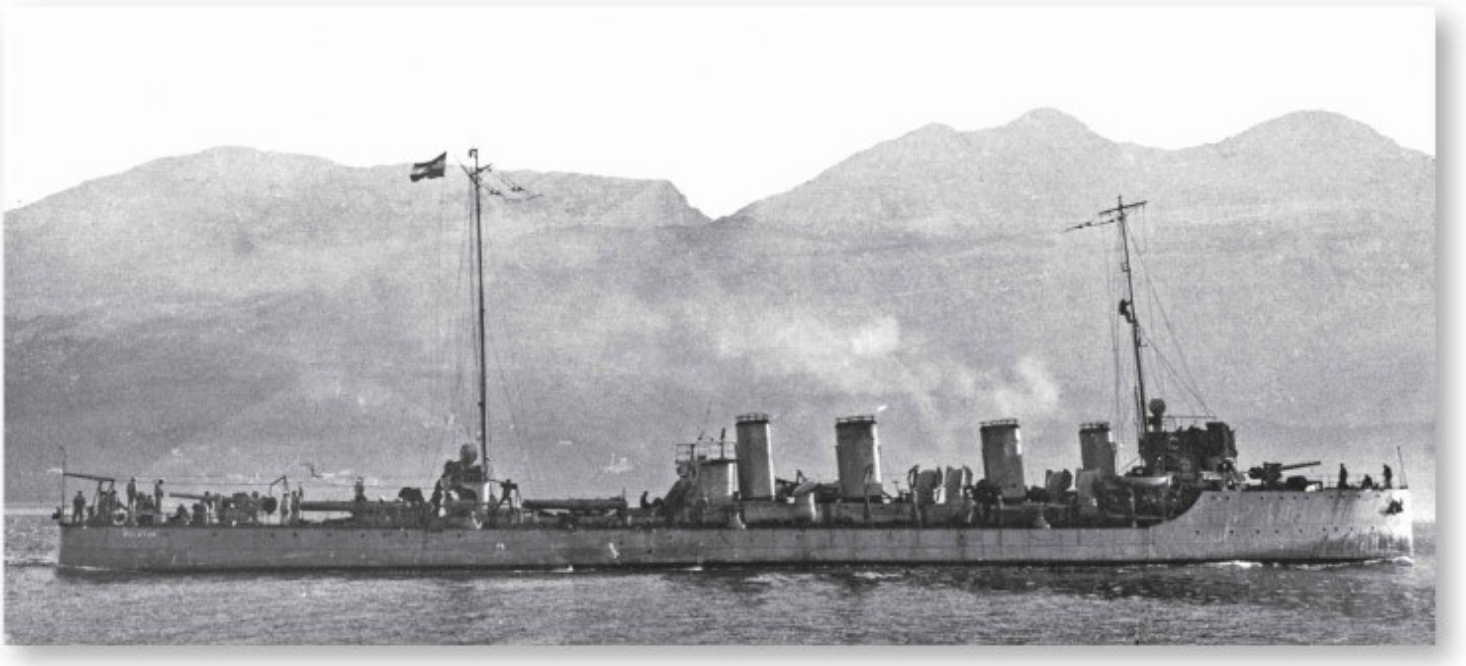
Tátra-class and Ersatz Triglav-class destroyers

Well before the last of the first batch of Huszár-class destroyers was commissioned at the end of 1909 Admiral Montecuccoli recognized the need for a new class of destroyers as the Huszárs were proving outdated compared to more recent larger and faster foreign designs. Six larger, turbine-powered destroyers were called for in his 1910 fleet expansion plan and a Danubius design was selected with the contract going to the Hungarian yard (see Plate E for more details). This contract for six 800-ton, 32-knot turbine-powered destroyers was signed on June 13, 1911, and the first vessel of this class was laid down on October 19, 1911, in new facilities built by Danubius at Porto Ré (the Rijeka yard was preoccupied with the construction of *Helgoland* and *Novara* and the facilities were being further expanded for dreadnought construction). Named the Tátra class after the lead ship, these destroyers were designed to be powered by two single-shaft AEG-Curtis impulse turbines and armed with two Skoda 10cm G. L/50 K.11 guns, six Skoda 7cm G. L/45 guns, and two twin-tube 45cm torpedo launchers.

Deck view showing *Novara*'s starboard-side 10cm L/50 Skoda K.11 QF guns and the double 53.3cm torpedo tubes.

The Tátra class destroyers were laid down between October 1911 and September 1912 and were completed as follows: *Tátra*, October 12, 1913; *Balaton*, October 28, 1913; *Csepel*, December 29, 1913; *Lika* and *Triglav*, August 8, 1914; *Orjen*, August 11, 1914. Danubius originally promised completion of all of the vessels between March and May 1913 but delays caused by the firm's inexperience in turbine construction significantly set back their delivery

dates. After *Tátra* and *Balaton* went on several test cruises in late 1913 several bulges and other deformations in their hulls were discovered as a result of poor-quality riveting and they had to return to the yard for repairs. The k.u.k. Kriegsmarine leadership was frustrated at having to order vessels from a firm so inexperienced in warship construction due to political expediency; nevertheless, this was the situation that Montecuccoli was forced to endure in order to obtain the vessels for his balanced battle fleet. Fortunately, Danubius resolved most of these early quality-control problems before the remaining Tátra-class vessels were completed and received technical assistance from AEG to improve turbine reliability. With these problems ironed out, the navy was pleased with the overall performance of the Tátra class, possessing superior speed and armament compared to the Royal Navy's contemporary G-, H-, I-, K-, and L-class destroyers, and they would prove to be the perfect running mates alongside the Helgoland-class cruisers.



Tátra-class destroyer *Balaton*. The Tátra class was considerably larger than the preceding Huszár class (compare with the photo of *Ulan* on page 18) and had much better sea-keeping qualities.

Ersatz Triglav-class destroyer *Triglav II*. (Naval History and Heritage Command NH 87699)

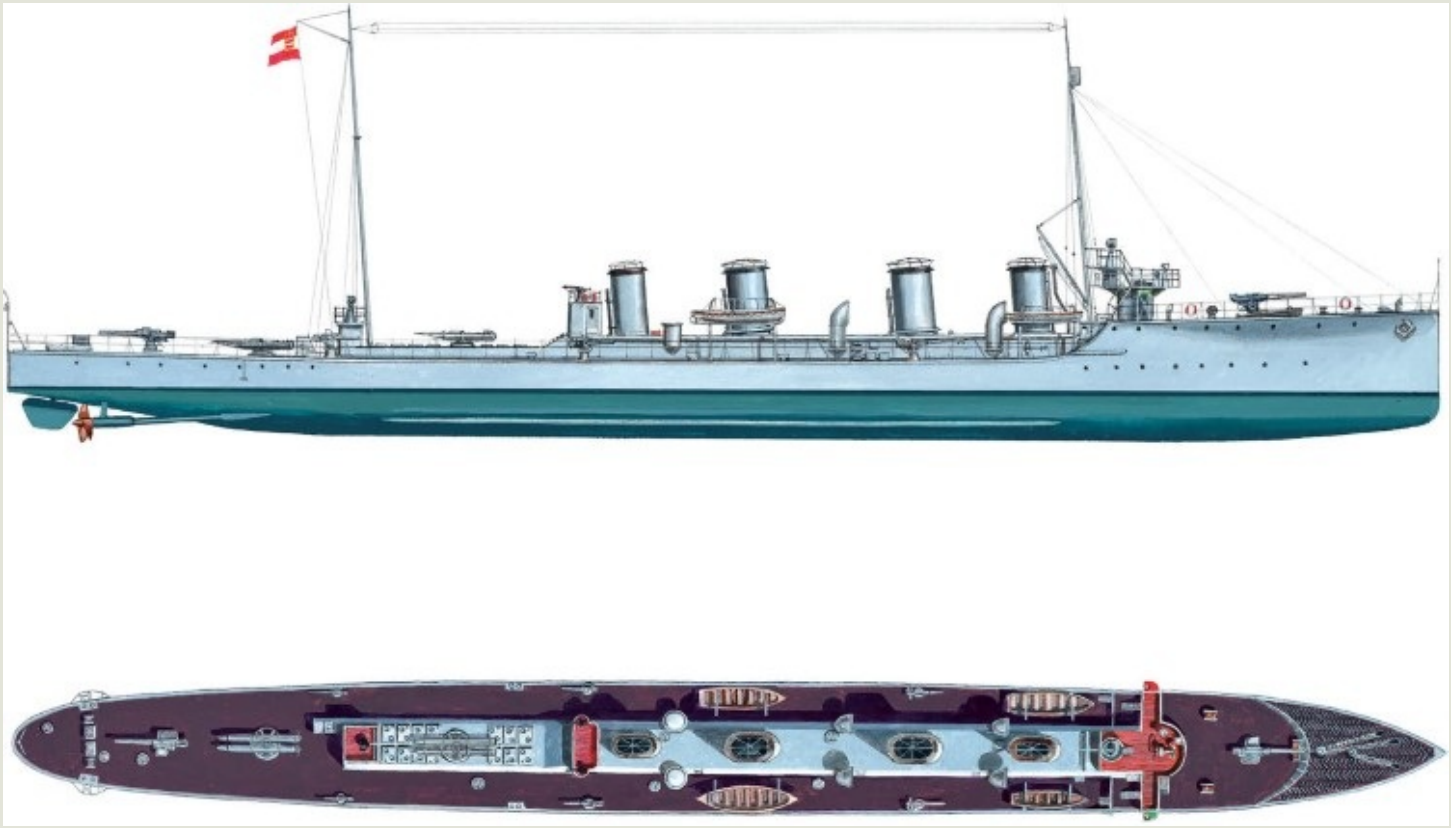
In 1914 Admiral Haus proposed a new building program that included six additional improved Tátra-class destroyers as well as four 24,500-ton super dreadnoughts and three 4,800-ton light cruisers. Wartime priorities would prevent the construction of the battleships and cruisers and lack of funds put new destroyer construction on hold. However, on December 29, 1915, *Lika* and *Triglav* were lost in the First Battle of Durazzo and the navy urgently needed to replace them. The imperial government allowed the navy to purchase two replacement destroyers as well as two new ones from Haus's 1914 building program. A contract was signed with Danubius on January 19, 1916, for four new Tátra-class destroyers. There were a few minor modifications to the original Tátra-class design (slightly longer hull and improved screws) and the four new vessels became known as the Ersatz Triglav class. They were laid down in the summer and fall of 1916 and were completed as follows: *Triglav II*, February 24, 1917; *Lika II*, May 8, 1917; *Dukla*, July 18, 1917; *Uzsok*, September 26, 1917. These were the last warships built for the k.u.k. Kriegsmarine and, due to their late entry into the conflict, saw relatively little service during the war.

Deck view looking aft of the Ersatz Triglav-class destroyer *Dukla* showing the 7cm L/45 Skoda K.10 QF guns and twin deck-mounted 45cm torpedo tubes.

Admiral Anton Haus, while rigidly holding to a strategy of a "Fleet-in-Being" with his battleships, advocated the use of a *Kleinkrieg* strategy of hitand-run raids with his light units in order to maintain some level of pressure against his Allied adversaries.

Tátra- and Ersatz Triglav-class Specifications	
Dimensions	length: 83m 49cm (273ft 11in); beam: 7m 80cm (25ft 7in); draft: 3m (9ft 10in) (Ersatz Triglav class: length: 85m 27cm (279ft 9in); beam: 7m 80cm (25ft 7in); draft: 3m 20cm (10ft 6in))
Full Displacement	1,050 tons
Ship's Complement	105 men
Armament	two 10cm Skoda L/50 QF guns fore and aft; four 7cm L/45 Skoda K.10 QF guns and two 7cm L/45 Skoda BAG guns; one 8mm machine gun; two twin deck-mounted 45cm torpedo tubes aft
Machinery	two AEG turbines, fired by four oil- and two coal-fired boilers, producing 20,640 shaft horsepower (Ersatz Triglav class: 22,360 shaft horsepower) and driving two screws at a maximum speed of 32.6 knots

E TÁTRA-CLASS DESTROYERS

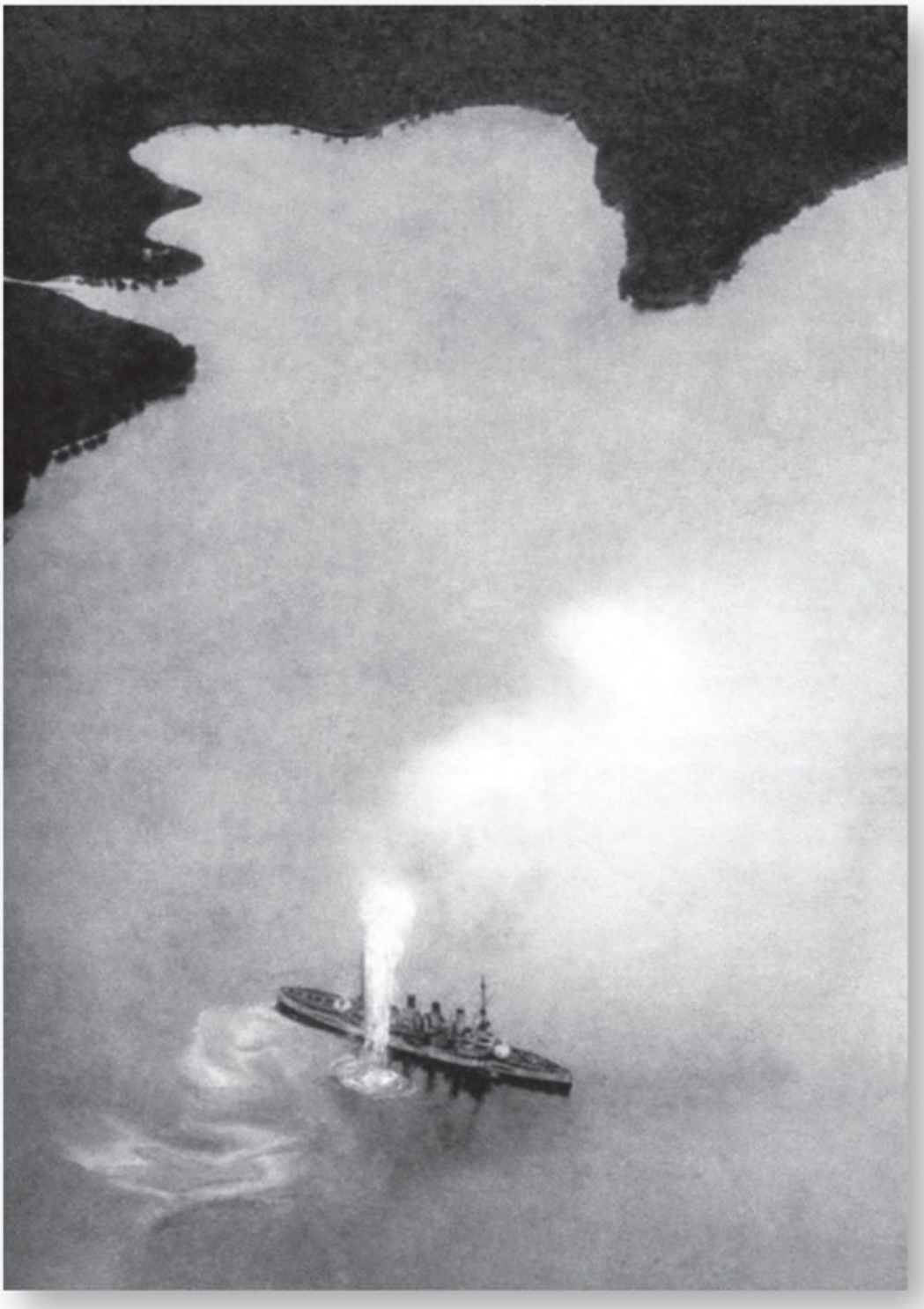


The destroyers of the k.u.k. Kriegsmarine were primarily a Hungarian endeavor as Admiral Montecuccoli was bound by Admiral Spaun's earlier concession of proportionate naval construction to the Hungarian national assembly. The only major shipyard in Hungary at the time was the Danubius-Werft in Rijeka, from which six Huszár-class destroyers were ordered in January 1907 after the firm assured the Marinekommandant that the yard's new facilities would be ready to begin construction later that spring. Three years later the navy submitted a request for turbine-powered destroyer designs from STT, CNT, Danubius, and the German Vulcan firm. Danubius had already approached the navy in November of 1909, requesting new contracts to fill the pending void of the last of the Huszárs which were nearing completion. Danubius, backed up by the Hungarian Trade Minister, implied that it would be in the navy's interest to keep the firm's yards busy; otherwise without work it might be forced to close its doors for some time. Behind this concern for the gainful employment of its yard workers was a thinly veiled reminder that Montecuccoli needed Budapest's approval for the budget of his new construction program, particularly as STT had been awarded the contract for three of the four new Viribus Unitis-class dreadnoughts. Montecuccoli's request for destroyer designs from multiple yards was merely a gesture; he knew from the outset that the new destroyer contract, the Tátra class, would go to Danubius. The Hungarian yard had little experience with modern warship production, however, causing delays due to structural errors, inexperienced workers, and lack of in-depth understanding of turbine propulsion. The acquisition of the Tátra-class destroyers clearly shows the sort of political wrangling and nepotism the navy had to contend with before and even during the war. Nevertheless, once their initial problems had been ironed out, the Tátras, and the subsequent Ersatz Triglavs – also built by Danubius, turned out to be excellent vessels and were highly sought prizes when the fleet was divided up by the Allies after the war.

K.U.K. KRIEGSMARINE CRUISER AND DESTROYER OPERATIONS IN WORLD WAR I

Deterring the initial Allied advance into the Adriatic

When the war began, most of the k.u.k. Kriegsmarine's vessels were stationed at its main fleet base of Pola. From the very outset of the war Admiral Haus believed that the k.u.k. Kriegsmarine's primary responsibility was to maintain itself as a "fleet-in-being" in order to deny control of the Adriatic to the Mediterranean fleets of Great Britain and France. Haus was also extremely wary of potential Italian intervention in the war on the side of the Allies and this made him all the more eager to keep his fleet intact at the beginning of the conflict. Pola was well protected, well positioned to counter any Italian naval threat, and far from any other British or French naval base. The k.u.k. Kriegsmarine's other major base, Cattaro, was located securely in the Bocche di Cattaro (Bay of Cattaro) and surrounded by forts and shore batteries as well as a series of minefields off the coast. From Cattaro, Austro-Hungarian naval units were within striking distance of the Mediterranean but Cattaro had an Achilles heel: it rested under the shadow of Mount Lovčen, which was just within the border of the Kingdom of Montenegro. The observation posts and artillery batteries on Lovčen limited the usefulness of Cattaro as a naval base when Montenegro declared war on Austria-Hungary on August 6, 1914, so only older units were initially stationed there, including the armored cruiser *Kaiser Karl VI*, the cruisers *Szigetvár*, *Zenta*, and *Kaiser Franz Joseph I*, the destroyers *Streiter*, *Ulan*, and *Uskoke*, and a few torpedo boats. These were the first k.u.k. Kriegsmarine units to see action in the war.



Kaiser Karl VI in the Bocche di Cattaro, under fire from Montenegrin artillery on Mount Lovčen in August 1914.

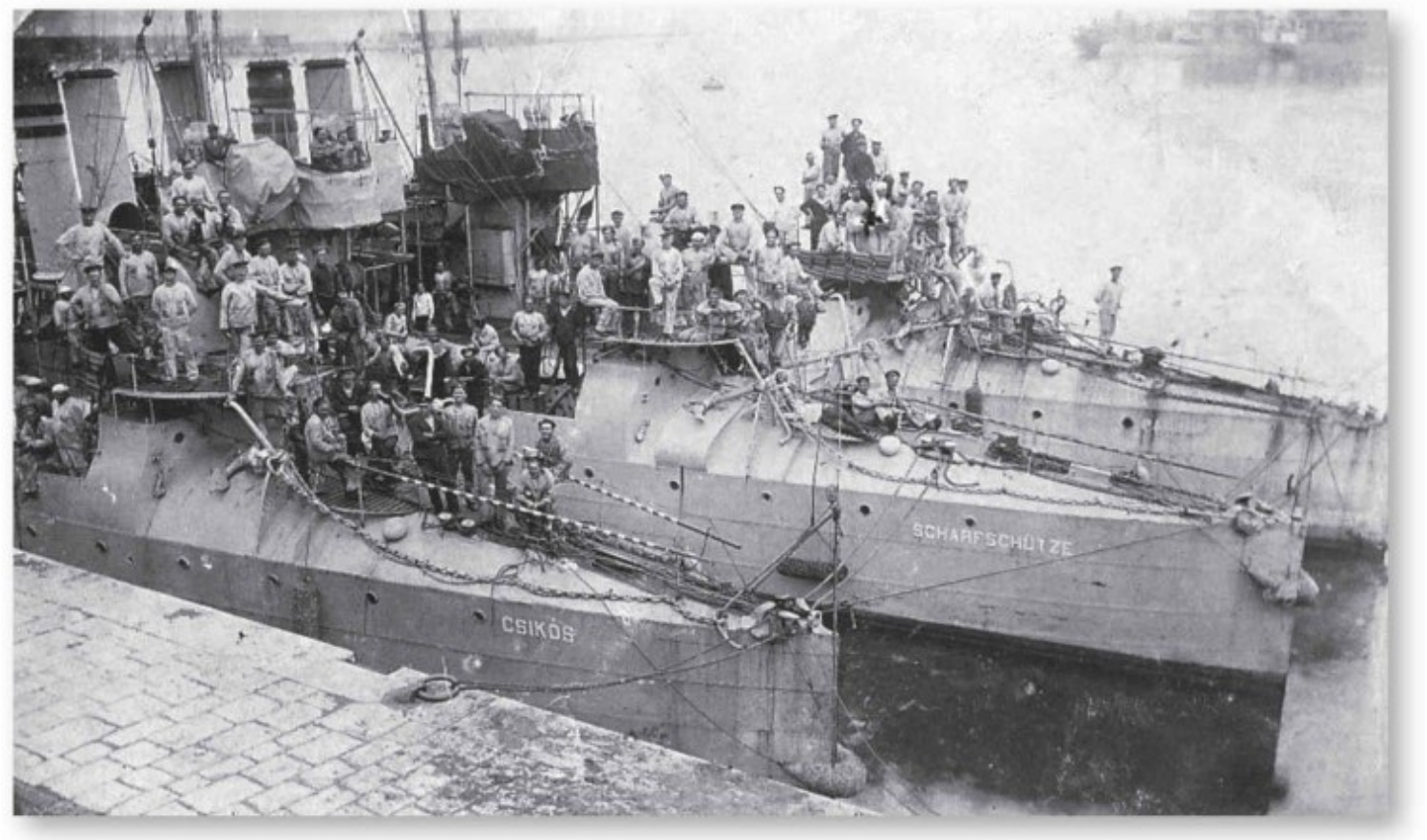
On August 8 the k.u.k. Kriegsmarine responded to Montenegro's declaration of war by sending *Szigetvár* and *Zenta* to conduct a brief and unopposed bombardment of the port of Antivari, targeting its wireless station and harbor facilities. The Austrians declared a formal blockade of the Montenegrin coastline on August 10. For six days the light units stationed in Cattaro maintained a blockade of the Montenegrin coast but this came to an abrupt end in the wake of the declarations of war on Austria-Hungary by France and Great Britain on August 12. On the morning of August 16, an Allied fleet, under the command of Vice-Admiral

Augustin Boué de Lapeyrère, entered the Adriatic and ambushed the cruiser *Zenta*, on blockade duty. The sinking of *Zenta* was an empty victory for the French, however; Lapeyrère had hoped Haus would come south with his battleships where the larger French fleet would be lying in wait but Haus refused to oblige him. With an enemy unwilling to engage him on his own terms and logistics problems preventing him from sustaining fleet operations in the Adriatic (his closest base was Malta), Lapeyrère had to content himself with occasional bombardment raids along the Dalmatian coast. Meanwhile Haus concluded that subsequent combat operations against the enemy should largely be confined to the strategy of *Kleinkrieg* ("small war"), consisting of hitand-run raids conducted with fast light cruisers, destroyers, and torpedo boats, or attacks with U-boats that could disappear under the waves; Haus adhered to the Kleinkrieg strategy throughout the remainder of his tenure as *Flottenkommandant*. Although *Zenta* was an old ship of limited combat value, the empire's shipyards were not in a good position to replace wartime losses. The Austrians conducted a handful of hit-and-run raids against Montenegrin ports and shipping, and undertook small minelaying operations that autumn using the light units based at Cattaro. *Scharfschütze* bombarded Antivari's harbor on the evening of October 17, followed by *Streiter* and *Ulan* the following night, and *Uskoke* conducted a brief bombardment on the night of November 18. The French were unable to prevent these hit-and-run raids as Lapeyrère was increasingly reluctant to commit his heavier units to routine patrol duty in waters infested with U-boats. Following Austrian U-boat attacks on the dreadnought *Jean Bart* and the armored cruiser *Léon Gambetta,* Lapeyrère moved the area of French patrol south from the Albanian coast, eventually to the central Ionian Sea.

Zenta photographed off the Dalmatian coast. *Zenta*'s dark paint scheme above the waterline, termed "*Montecuccolin*," was used on most k.u.k. Kriegsmarine vessels from 1899 until 1914 when Admiral Haus ordered the adoption of a blueish light-grey color, which was used until the end of the war.

The departure of the French to the south encouraged the k.u.k. Kriegsmarine to attempt bolder missions aimed at disrupting the flow of Allied supplies into Montenegro. On the evening of February 14–15, 1915, a torpedo boat, covered by the destroyer *Csikós*, in a daring raid on Antivari attempted to capture the Montenegrin royal yacht *Rumija*, being used to carry supplies from Italy, but the Austrian raiders were driven off by artillery fire after the alarm

was raised. The Austrians made their largest raid to date on the evening of March 1–2, when *Csikós*, *Streiter*, and *Ulan* covered a raid by three torpedo boats into Antivari harbor. The torpedo boats destroyed the wharf and stocks of food and munitions along the waterfront, and this time captured *Rumija* and took her under tow. Due to fire from shore, the torpedo boats cut loose their prize and sunk her by torpedo. The destruction of Antivari's wharf prevented larger ships from unloading supplies at the port, restricting the Allied shipments of food and munitions to the Montenegrin army. With the French unwilling to risk their vessels to cover supply shipments to Montenegro and with Allied naval efforts in the Mediterranean theater shifting far to the east with the onset of the Dardanelles Campaign, the Allies left control of the Adriatic to the Austrians.



Huszár-class destroyers *Csikós*, *Scharfschütze*, and *Pandur* photographed with their crews in port. With a shallow draft of 1m 90cm (6ft 3in) the Huszárs were particularly useful for coastal operations or raids against ports.

Securing the Northern and Central Adriatic

The brief calm in the Adriatic in the spring of 1915 abruptly ended toward the end of May as Italy prepared to go to war against Austria-Hungary, signing the Treaty of London with the Allies on April 26, 1915. Austrian intelligence services alerted the k.u.k. Kriegsmarine, which made immediate preparations for war with Italy and Admiral Haus planned to make the first move in this impending conflict. He prepared a bombardment operation against Italian ports in the northern and central Adriatic with the bulk of his fleet, hoping to disrupt Italian troop movements along coastal railways and thus delay Italian troop deployments to the front. Knowing from intelligence sources that the Italian declaration of war would come toward the end of May, Haus dispatched three reconnaissance groups of cruisers and destroyers to the

central Adriatic and ordered them to remain on station as a picket line and to warn of any potential advance of Italian battleships sailing northward from Brindisi or Taranto. On May 19, *Admiral Spaun*, accompanied by the destroyers *Streiter*, *Uskoke*, and *Wildfang* sailed halfway down the Adriatic to take up station between the islands of Lagosta, off the Dalmatian coast, and Pelagosa, in the middle of the Adriatic; *Helgoland* and the destroyers *Csepel*, *Lika*, *Orjen*, and *Tátra* also sailed out to take up station between Pelagosa and Cape Gargano on the Italian coast. At 1600hrs on May 23, Italy declared war on Austria-Hungary. Four hours later at 2000hrs Haus, in personal command aboard the pre-dreadnought *Habsburg*, sailed out of Pola with 11 battleships, four destroyers, and 20 torpedo boats.

Italian destroyer *Turbine* ambushed and sunk by *Csepel*, *Lika*, and *Tátra* on the morning of May 24, 1915.

The target of Haus's main task force was the port of Ancona, which would be subjected to heavy bombardment. As Haus proceeded westward, the reconnaissance groups led by *Admiral Spaun* and *Helgoland* reported that no enemy activity had been observed. Around midnight on May 24 these reconnaissance groups were ordered to leave their patrol lines and to proceed westward to attack Italian coastal targets. Around 0400hrs *Admiral Spaun*, *Streiter*, *Uskoke*, and *Wildfang* arrived off the Italian coast near Termoli and sailed southward along the coast, bombarding targets on the coastal railway between Termoli and Campomarino. The warships then sailed to the Tremiti Islands just to the east where it was reported Italian torpedo boats were stationed. No torpedo boats were spotted but the Austrian vessels bombarded the

semaphore station there before turning northwards and heading back to Pola.

Scharfschütze, under fire from Italian soldiers, escaping through the channel to the sea after her daring raid on the inner harbor of Porto Corsini in the early morning hours of May 24, 1915.

Helgoland, *Csepel*, *Lika*, *Orjen*, and *Tátra* began to attack targets south of Cape Gargano before *Admiral Spaun*'s group arrived from farther west. *Lika* bombarded the semaphore and radio stations at Vieste while *Csepel* and *Tátra* attacked the torpedo boat station and the railway yard in the port of Manfredonia. *Helgoland* and *Orjen* were bombarding railway targets in the port of Barletta when at 0416hrs two enemy vessels were spotted approaching from the northwest; it was the Italian destroyers *Aquilone* and *Turbine*. At 0420hrs *Helgoland* opened fire on *Aquilone* and began to pursue but the Italian destroyer was faster and pulled away, heading to the southeast. *Turbine*, however, had turned northward in an attempt to escape and *Helgoland* turned around to pursue her. With *Csepel*, *Tátra*, and *Lika* farther to the north *Helgoland*'s commander, *Linienschiffskapitän* Heinrich Seitz, ordered *Csepel* and *Tátra* to proceed on a course to intercept *Turbine* and ordered *Lika* to move into a position to cut off the Italian destroyer from the north. At around 0545hrs *Csepel* and *Tátra* intercepted *Turbine*, closing to within a distance of around 5,000 meters (5,500 yards), and opened fire. *Helgoland* stayed to the east in order to prevent the Italian destroyer from making an attempt to escape to sea. At 0625hrs *Lika* arrived from the north and Seitz's vessels finally ambushed *Turbine*

from all sides. After suffering a number of hits and on fire, *Turbine* raised the white flag and went down at 0651hrs. After picking up a number of survivors Seitz ordered his vessels to retire after the Italian protected cruiser *Libia* approached from the southeast. *Turbine* was the first Italian vessel lost to the Austrians in the war.

Scharfschütze's daring commander, Korvettenkapitän Bogumil Nowotny (far right), on the bridge of his destroyer. Nowotny later outfought a force of French destroyers in an action off the Otranto Straits in late December 1916 (see Plate C for more details).

Perhaps the most daring operation of that morning was executed against Porto Corsini, the port for the city of Ravenna. The destroyer *Scharfschütze* was tasked with steaming up Porto Corsini's channel to the inner harbor in order to attack torpedo boats and submarines based there as well as the harbor's seaplane station. At around 0300hrs *Novara*, *Scharfschütze*, and their escorts arrived off Porto Corsini. *Scharfschütze*'s commander, *Korvettenkapitän* Bogumil Nowotny, decided to back into the channel stern first, allowing for better maneuverability once inside the inner harbor and making it easier to make a rapid escape if necessary. Under the cover of darkness, as Nowotny swung his vessel around and began to reverse towards the channel, *Scharfschütze* was spotted and the alarm was raised at around 0320hrs. Unfazed, Nowotny steamed into the inner harbor, guns at the ready, but he and his crew could not locate a single military vessel or the seaplane station. A semaphore station was spotted as well as two sailboats and all were fired on and destroyed. By this time Italian sailors opened fire with their rifles from trenches dug around the harbor as well as from the cover of waterfront buildings; some coastal batteries soon joined in but most guns were

unable to be turned 180 degrees as they were positioned for seaward defense. Much of the coastal battery fire was checked by *Novara*, which cruised 2,000 meters (2,200 yards) off the coast, bombarding Italian gun positions. Nowotny took his time firing on gun positions, trenches, barracks, and warehouses; much of the Italian rifle fire was suppressed with his 7cm guns and the machine gun aboard the destroyer. Finally, at 0445hrs, *Scharfschütze* made its way through the channel, under heavy fire, and broke out into the open sea. *Novara* took several small hits, suffering six dead and three wounded during its exchange of fire with Italian coastal batteries but miraculously *Scharfschütze* sustained no casualties and suffered no major damage. By 0500hrs *Novara*, *Scharfschütze*, and their consorts were on their way back to Pola.

The success of the bombardment of the eastern Italian coast on May 24 encouraged Haus to authorize further hit-and-run raids against the enemy, however, always with the caveat that cruiser and destroyer commanders were not to put their vessels into situations of unnecessary risk. Nevertheless, the younger and more energetic commanders of the cruisers and destroyers pushed to hit the enemy whenever they could. On the evening of June 17, *Admiral Spaun*, *Novara*, *Scharfschütze*, *Ulan*, *Uskoke*, and *Wildfang* set up station in the waters off Venice while, farther to the south, *Helgoland*, *Saida*, *Dinara*, *Reka*, *Velebit*, and five torpedo boats set up patrol in the central Adriatic between the Dalmatian island of Sestrice and San Benedetto on the Italian coast, just south of Ancona. These cruisers provided reconnaissance and cover for a bombardment mission the following morning, undertaken by *Sankt Georg*, *Szigetvár*, and four torpedo boats. *Sankt Georg* and *Szigetvár* successfully bombarded bridges, as well as railway and communications facilities at Rimini, Fanò, and Pesaro and all vessels returned safely to Pola. Austrian U-boat activity also compelled the Regia Marina to limit the operations of its larger warships. On July 7 the armored cruiser *Amalfi* was lost to the *U-26* in the Gulf of Venice and the armored cruiser *Giuseppe Garibaldi* was sunk by *U-4* on the morning of July 18 while the Italians were conducting a bombardment mission along the Dalmatian coast.

The k.u.k. Kriegsmarine was keen to keep up what pressure it could against the Italians. On the evening of July 22 Linienschiffskapitän Seitz, aboard *Helgoland*, led *Saida*, the six Tátra-class destroyers, *Dinara*, *Velebit*, and five torpedo boats on another raid against the Italian coast and at dawn the following morning made another successful attack on the coastal railway between Termoli and Grottamare, knocking out bridges and destroying stations, warehouses, and rolling stock. The k.u.k. Kriegsmarine was also eager to force the Italians off the island of Pelagosa, in the center of the Adriatic, which they captured on July 11 for reconnaissance purposes. On the morning of July 28 Seitz led a naval and an amphibious assault on the island. At dawn *Helgoland* bombarded the radio and semaphore stations at Vieste as a feint to distract the Italians from the arrival of *Saida*, the six Tátra-class destroyers, and two torpedo boats off Pelagosa just before 0500hrs. The warships bombarded the island's defenses as a landing party of 108 men disembarked from the destroyers and rowed towards the island. Unfortunately for the attackers, aerial reconnaissance had underestimated the number of Italian troops on the island and the defenders remained hidden in their trenches during the bombardment and the landing; once the landing party was ashore it was met with heavy rifle and machine-gun fire. Even with offshore naval artillery support the Austrian sailors were unable to dislodge the defenders and the landing force withdrew

back to their ships.

Painting showing the bombardment of Pelagosa by *Saida* (foreground) and the Tátras before the attempted amphibious assault on the island on the morning of July 28, 1915.

Despite the setback of the failed amphibious assault on July 28, the k.u.k. Kriegsmarine was determined to make Pelagosa an untenable position for the Italians. On the morning of August 11 the destroyers *Huszár*, *Pandur*, *Turul*, and *Warasdiner* attacked harbor and railway facilities in and around the ports of Molfetta and Bari, demonstrating the navy's ability to strike far to the south of Pelagosa. At dawn on August 17 *Helgoland*, *Saida*, *Dinara*, *Lika*, *Orjen*, *Tátra*, *Velebit*, and several torpedo boats conducted a heavy bombardment of Pelagosa, severely damaging the island's defenses, but more importantly destroying its freshwater cistern. Unwilling to risk its surface units in the defense of the island, the Regia Marina withdrew its sailors from Pelagosa on the evening of August 18. The harassing surface raids against the Italian coast, combined with the threat of U-boats in coastal waters, demonstrated a resolve that the Regia Marina was unwilling to match, compelling the Italians to concede de facto control of much of the northern and central Adriatic to the k.u.k. Kriegsmarine for the remainder of the war. Still heavily outnumbered by Italian and other Allied warships in the Adriatic, this was a significant victory for the k.u.k. Kriegsmarine but also a victory that had to be won; loss of control of the Adriatic would have opened the entire Dalmatian coast to potential Allied attack.

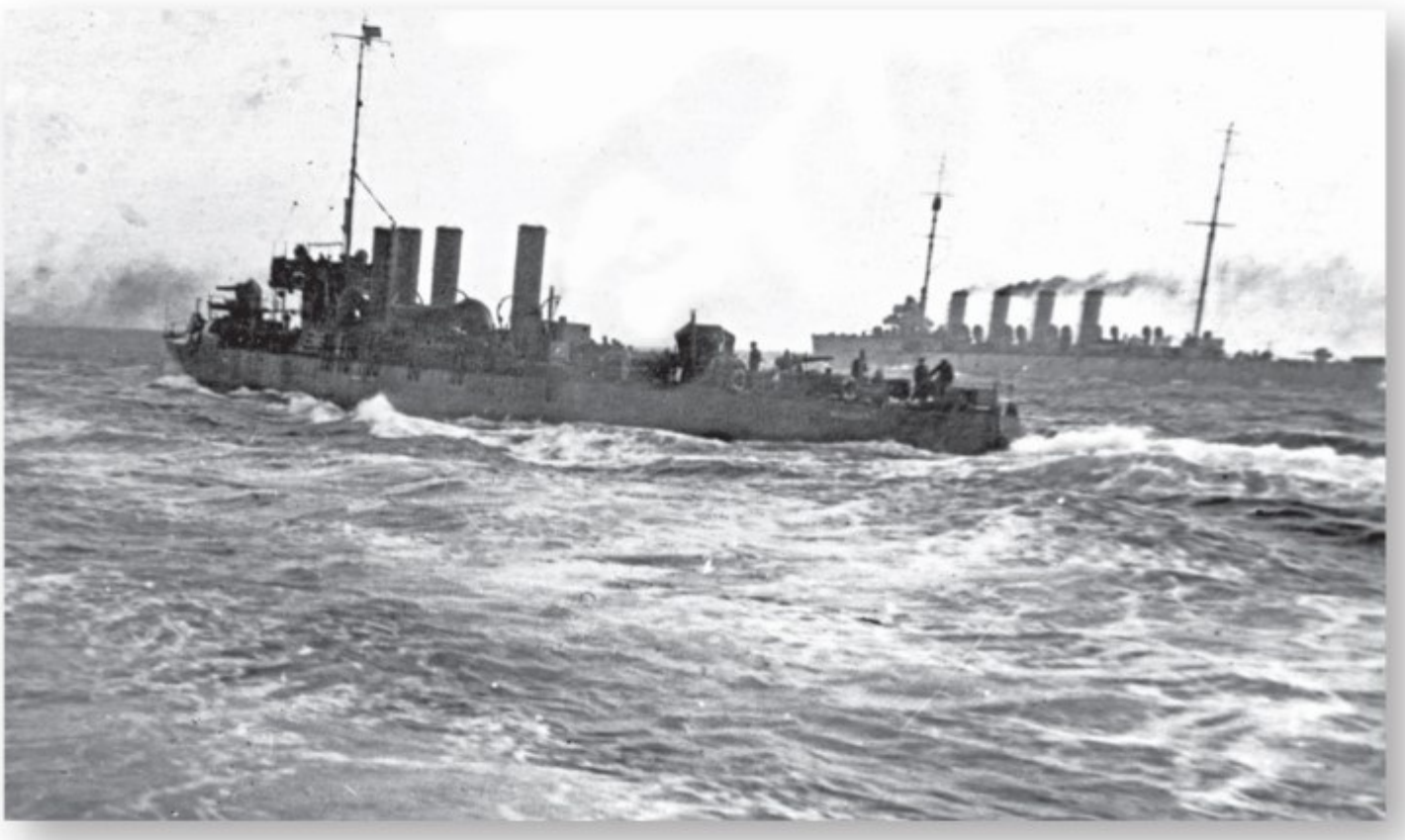
Securing the Southern Adriatic

In mid-October 1915, the Germans, Austro-Hungarians, and Bulgarians began their offensive to take Serbia out of the war. The Allies attempted to provide logistic support to the Serbian army through ports in Albania, and the Austrian *Armeeoberkommando* (high command) strongly pushed the k.u.k. Kriegsmarine to cut off Serbian access to the sea. Admiral Haus reluctantly rebased his fast light cruisers and Tátra-class destroyers to Cattaro in late November, wary that naval movements in and out of the port were observed by Montenegrin lookout posts on Mount Lovčen, but the need to disrupt Allied shipping into Albania warranted the risk. Linienschiffskapitän Seitz, aboard *Helgoland*, led *Saida*, the Tátra-class destroyers, and two divisions of torpedo boats on a sweep along the Albanian coast on the evening of November 22–23 and sank two Italian merchant vessels. On the night of December 4, Linienschiffskapitän Miklós Horthy de Nagybánya, aboard *Novara*, with *Huszár*, *Pandur*, *Turul*, *Warasdiner*, and three torpedo boats sailed out of Cattaro for a raid on the Albanian port of St. Giovanni di Medua. At dawn on the following day Horthy dispatched *Huszár* and *Pandur* to attack the ships moored in the harbor while *Novara* and the other warships fired on the land batteries; three steamers and five sailing vessels, most of which still had their cargoes aboard, were sunk. On the way back to Cattaro, Horthy's raiding group caught the French submarine *Fresnel* stranded on a sandbar off the Bojana River and *Warasdiner* destroyed it. On the following evening, *Helgoland*, *Saida*, and the Tátra-class destroyers made another sweep along the Albanian coast for enemy shipping, sinking two merchant vessels in Durazzo harbor on the morning of December 6. As December progressed, winter weather began to hamper operations at sea and after the successful raids off the Albanian coast in late November/early December the Allies committed more warships to protecting the vessels carrying supplies to the Balkan Front, deterring further Austrian surface raids for several weeks.

The battle of Cape Rodoni/Gargano, December 28–29, 1915

On December 28 aerial reconnaissance found two Italian destroyers and several supply ships stationary in Durazzo harbor and Haus ordered Seitz to destroy these vessels. Late that night Seitz proceeded out of Cattaro with *Helgoland*, *Balaton*, *Csepel*, *Lika*, *Tátra*, and *Triglav* and headed south. At 0235hrs on December 29, a few miles northwest of the Bojana Estuary, *Balaton* spotted a periscope, opened fire, and eventually ran down and sank what was later discovered to be the French submarine *Monge*; *Balaton* and *Csepel* stopped to pick up the survivors. After a fruitless search for Allied vessels in the sea lanes off Durazzo, Seitz signaled his ships to head for the port, arriving around 0700hrs. After reconnoitering the harbor, *Csepel*, *Lika*, *Tátra*, and *Triglav* sailed in at 0730hrs and destroyed a steamer and two sailing vessels. *Helgoland* remained outside the port, parrying with shore batteries, but as *Lika* and *Triglav* headed out for sea they inadvertently entered a minefield as they maneuvered to avoid *Helgoland*'s line of fire. Beginning at 0803hrs, *Lika* struck two mines in rapid succession and *Triglav* struck one; *Lika* sank quickly while *Triglav*'s boiler rooms were flooded, causing her to lose power. Once *Triglav* was maneuvered out of the minefield, *Csepel* tried to establish a tow but one of the steel hawsers got caught in her starboard propeller, damaging it. *Tátra* moved in and finally secured a tow at 0930hrs but was able to make only 6 knots. Creeping northward Seitz wired Cattaro for assistance at 1035hrs and an

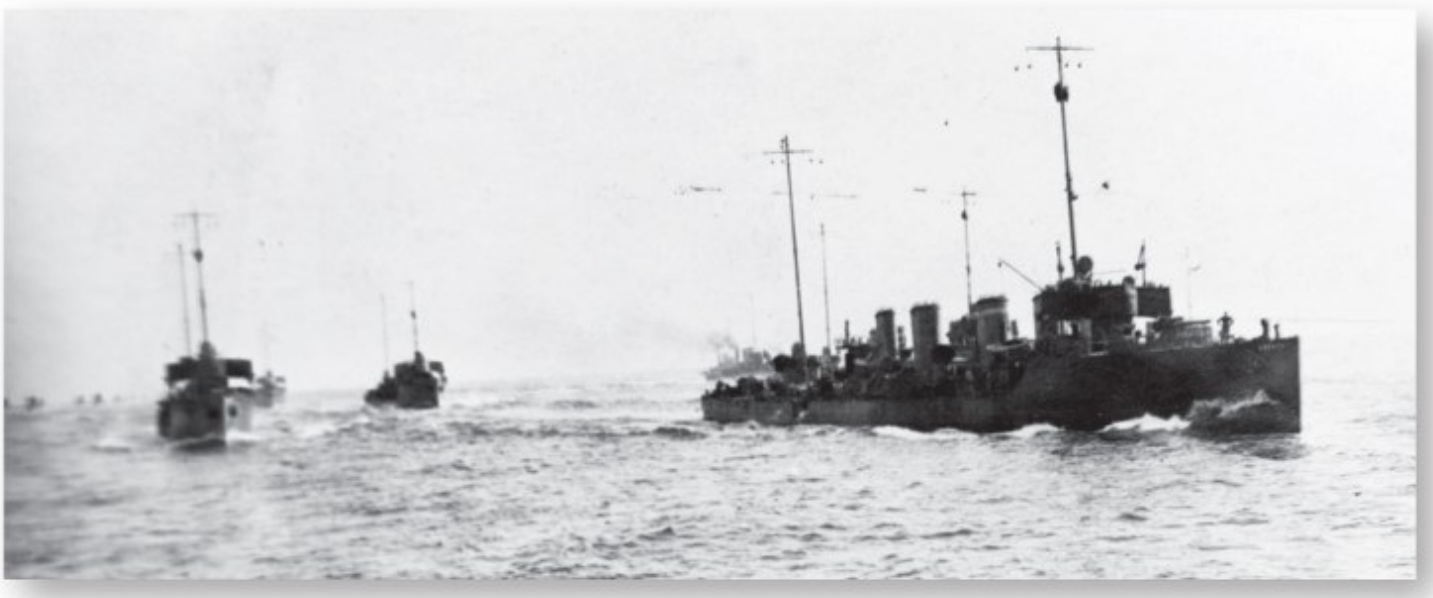
hour later he was notified that the armored cruiser *Kaiser Karl VI* and four torpedo boats were headed out to support him. At 1145hrs, however, Seitz received word that columns of smoke had been sighted to the southeast of Cattaro; two groups of Allied cruisers and destroyers had been dispatched from Brindisi earlier in the morning, after learning of the Austrian raid on Durazzo, and were now in a position between Seitz's vessels and Cattaro.



Warasdiner photographed with *Novara* in the background. *Warasdiner* sank the French submarine *Fresnel* after a successful raid, led by Linienschiffskapitän Miklós Horthy in *Novara*, against Allied vessels in the Albanian port of St. Giovanni di Medua on the morning of December 5, 1915. (Naval History and Heritage Command NH 87698)

Upon learning that the enemy was closing on his force Seitz directed *Csepel* to make a break for home, as she could make only 20 knots due to her damaged starboard propeller, and ordered the crew of *Triglav* to abandon ship. Once *Triglav*'s crew was offloaded at 1330hrs *Helgoland*, *Balaton*, and *Tátra* turned to the southwest, away from the rapidly approaching enemy force, which consisted of the British cruiser *Dartmouth*, the Italian cruiser *Quarto*, and five French destroyers. The enemy destroyers stopped to finish off the abandoned *Triglav* but *Dartmouth* and *Quarto* remained in pursuit and commenced firing at 1350hrs. At the same time Seitz received a message from *Kaiser Karl VI* that another enemy force, consisting of the British light cruiser *Weymouth*, the Italian light cruiser *Nino Bixio*, and four Italian destroyers had been spotted to the north of the other enemy force, sailing roughly on a parallel course. For the next three hours Seitz sailed to the southwest, using his superior speed of 27 knots to gradually pull away from his pursuers but he was unable to get ahead of them far enough to be able to circle around them without exposing his ships to the enemy's superior firepower. *Csepel* meanwhile was cruising on a parallel course to Seitz's farther to the south, her

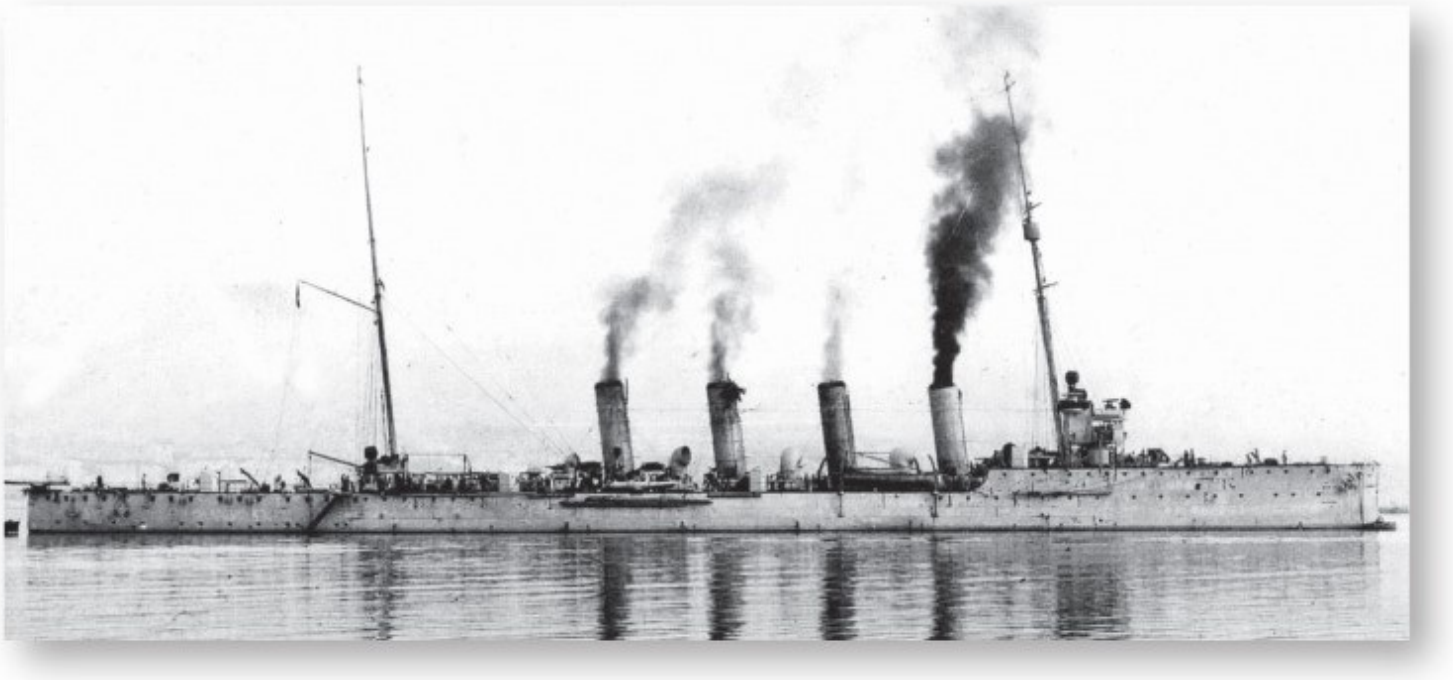
engineering crew having managed to get her up to 26 knots. At 1427hrs *Quarto* opened fire on *Csepel* and *Helgoland* fell back to draw the enemy's fire away from the destroyer; *Helgoland* received five hits over the course of this running duel. At 1630hrs *Csepel* finally rejoined the other Austrian vessels and Seitz signaled that he intended to make a break to the north once the sun had set. Between 1700 and 1800hrs the Austrians made a gradual turn to the north, having come within only 12 miles of the Italian coast and at 1800hrs Seitz ordered full speed ahead to attempt the break for home. Although during their turn the Austrian units had come to within 3,500 meters (3,800 yards) of the lead enemy vessels, by 1815hrs they had pulled ahead to the north of their pursuers and eventually disappeared into the darkness. By the early morning hours of December 30 the survivors of Seitz's raiding force limped into Sebenico.



Csepel, followed by *Balaton* and *Tátra*, returning to port on December 30, 1915, after the battle of Cape Rodoni/Gargano. Had the Austrians not been able to lose their pursuers in the dark, they might have lost more than *Lika* and *Triglav*. (Naval History and Heritage Command NH 87669)

Haus was furious with the results of the December 28–29 raid on Durazzo, particularly the loss of two of his best destroyers for a return of one enemy submarine and a few merchant vessels, and Seitz lost his command. Despite the loss of *Lika* and *Triglav*, the k.u.k. Kriegsmarine made several further attempts to disrupt the increasing merchant traffic as the Allies evacuated the remnants of the Serbian army from Albanian ports. Sorties were conducted on January 7, February 6, February 23, and February 26 but collisions between vessels, poor weather, and encounters with superior enemy forces resulted in no losses inflicted on the enemy. Ultimately the k.u.k. Kriegsmarine was unable to effectively disrupt the seaborne evacuation of the Serbian army from Albania, which was completed by mid-February 1916. Nevertheless, during this period a significant strategic objective was gained for the k.u.k. Kriegsmarine. On January 5, 1916, the Austrian ground forces invaded Montenegro and three days later began an assault up Mount Lovčen. Supported by the guns of *Kaiser Karl VI*, *Kaiser Franz Joseph I*, *Aspern*, and several other ships in the Bocche di Cattaro, the Austrians succeeded in capturing Lovčen on January 11; from this time on vessels

of the k.u.k. Kriegsmarine could freely operate from Cattaro without fear of enemy observation.



Helgoland after the battle of Cape Rodoni/Gargano. Note the damage to the third funnel from a shell hit.

The Otranto Straits

By early 1916 it was clear that the Allies, although greatly outnumbering their Austrian opponents, were unwilling to risk their larger vessels in U-boat-infested waters of the Adriatic. However, with the main French battle fleet now based at Corfu and the Greek island of Cephalonia, and the Italians and British at Brindisi and Taranto, there was still no possibility of the k.u.k. Kriegsmarine exerting any influence with its surface vessels beyond the Adriatic. Despite this the German Kaiserliche Marine began taking the war to the Allies in the Mediterranean with larger long-range U-boats that sailed from Germany and smaller UB- and UC-class U-boats sent in sections by rail from Germany and assembled in Austrian yards. On November 18, 1915 the U-Flottille Pola (boats based in Pola and Cattaro) was formed, and its boats, combined with those of the U-Halbflottille Konstantinopel and the k.u.k. Kriegsmarine's U-boats, sank 367 Allied vessels totaling 910,682 tons in their first year of operations from the autumn of 1915 through the end of September 1916. Haus was a very enthusiastic supporter of the Mediterranean U-boat campaign and gave it the full logistical support of the k.u.k. Kriegsmarine. Austrian cruisers and destroyers frequently towed the shorter-range UB and UC boats to the Otranto Straits, the entrance to the Mediterranean from the Adriatic, so they could conserve fuel for their combat patrols.

The primary Allied effort against German and Austrian U-boat operations out of the Adriatic was the Otranto Barrage, lines of British trawlers and drifters, positioned across the Straits, dragging nets used to detect U-boats or to hamper their passage, supported by patrols of Allied destroyers intended to hunt down U-boats once they were detected. Although the barrage accounted for the confirmed destruction of only one U-boat during the war, frequent complaints by German and Austrian U-boat commanders about harried passages through the

Straits and close encounters with Allied vessels made the Otranto Barrage appear more effective than it actually was. This compelled Haus to shift the efforts of the k.u.k. Kriegsmarine's surface forces against the barrage and its Allied patrols, in order to prevent any disruption to the U-boat campaign.

Scharfschütze in rough seas. The k.u.k. Kriegsmarine was criticized for not being more proactive against the Allied evacuation by sea of the Serbian Army from Albania but it occurred during the winter months of 1915–16 when the Adriatic was plagued with rough weather. As suggested in the photograph, the navy's light units, particularly the Huszár-class destroyers, had great difficulty or were unable to operate effectively in poor weather conditions. (Naval History and Heritage Command NH 87635)

The first successful k.u.k. Kriegsmarine raid on the Otranto Barrage was undertaken on the evening of May 31, 1916, when *Helgoland*, *Balaton*, *Orjen*, and three torpedo boats headed south into the Straits. Shortly after entering the drifter line, *Orjen* spotted a trawler and torpedoed it; after warning flares were observed the Austrians withdrew to Cattaro. On the evening of July 8 Linienschiffskapitän Horthy took *Novara* alone into the Straits, sinking two trawlers and damaging two early the next morning; Horthy returned to Cattaro after picking up survivors. Further sweeps into the Otranto Straits were conducted on the nights of September 26 and October 4 but no enemy vessels were encountered. As Allied forces based near the Otranto Barrage always outnumbered the Austrian vessels operating out of Cattaro, the k.u.k. Kriegsmarine made two attempts in the summer of 1916 to lure Allied units into U-boat ambushes. On the evening of August 1 *Warasdiner* and *Wildfang* left Cattaro with orders to conduct a dawn bombardment on the port of Molfetta, around 95 miles north of Brindisi; the old cruiser *Aspern*, escorted by two torpedo boats, followed to provide cover for the destroyers. U-boats *U-4* and *U-17* were put on station along the route it was assumed Allied vessels would sail. *Warasdiner* and *Wildfang* commenced their bombardment off Molfetta shortly after 0500hrs on August 2 and ceased fire, making course for Cattaro 40 minutes later. At 0730hrs *Aspern* spotted columns of smoke to the southeast and by 0900hrs a group of six

French and Italian destroyers had closed the distance between the two forces. The Allies opened fire on *Warasdiner* and *Wildfang* beginning at 0919hrs and a firefight between the forces took place for roughly 45 minutes. The Austrians were limited to making 19.5 knots, *Aspern*'s maximum speed, but fire from the cruiser's 12cm guns held the Allied destroyers at bay. As the Austrians neared Cattaro, the Allies broke off their pursuit and the raiding group was safely inside the Bocche by 1130hrs. Both U-boats spotted other Allied cruisers and destroyers sailing northward from Brindisi but neither boat was able to get into a firing position. The k.u.k. Kriegsmarine attempted a similar operation at the end of August but on a much larger scale. On the early morning of August 29 a raid group consisting of *Sankt Georg*, *Kaiser Karl VI*, *Turul*, *Warasdiner*, *Wildfang*, and four torpedo boats as well as a second group made up of *Novara*, *Helgoland*, *Balaton*, and *Orjen* proceeded toward the Italian coast where they were to bombard targets and then sail for home; this time five U-boats were in the area waiting in ambush. Unfortunately for the raiders heavy fog made it impossible to see the coast and all of the vessels returned to port without firing a shot. Luring the enemy into an ambush was a creative strategy but ultimately not a practical one, given the operational limitations, particularly low speed, of U-boats.

Austrian U-boat SM *U-16* passing a longboat of sailors on a landing exercise in the Bocche di Cattaro. By the beginning of 1916, k.u.k. Kriegsmarine surface operations were largely focused on supporting the increasingly successful Austro-German U-boat campaign in the Mediterranean.

F BOMBARDMENT OF MOUNT LOVČEN, JANUARY 10, 1916

The old pre-dreadnought *Budapest*, the armored cruiser *Kaiser Karl VI*, the light cruisers *Aspern* and *Kaiser Franz Joseph I*, the old cruiser *Panther*, and the destroyers *Huszár* and *Warasdiner* assisted the army's assault on Mount Lovčen by hitting specific targets. On January 8 *Aspern*, *Huszár*, and *Warasdiner* targeted positions on the Montenegrin first line of defense along the southern base of the mountain while *Budapest* and *Kaiser Karl VI* targeted Montenegrin artillery positions on the southern side of the mountain on the Montenegrin second defense line. Fire was accurately directed to targets by reconnaissance aircraft or by ground spotters who were in communication with the larger ships by telephone. On January 10 *Budapest* and *Kaiser Karl VI* sailed northward into the innermost part of the Bocche di Cattaro and, along with *Kaiser Franz Joseph I* and *Panther*, targeted Montenegrin artillery positions on the northern side of the mountain just prior to the final Austrian infantry assault. Lovčen was secured the following day and the commander of the ground forces which stormed the mountain, Feldmarschall-Leutnant Ignaz Trollman, praised the navy's participation in the attack, particularly its ability to redeploy ships to cover different areas of the front as the need for fire support changed. The capture of Mount Lovčen allowed the k.u.k. Kriegsmarine the free use of Cattaro without the fear of naval deployments being constantly observed by the Allies. Shown here *Kaiser Karl VI*, on station in the Bocche off the town of Perasto, fires on Montenegrin batteries on Mount Lovčen on the morning of January 10, 1916.

The battle of the Otranto Straits, May 14–15, 1917

On February 2, 1917, Admiral Haus died suddenly of pneumonia and was replaced as Flottenkommandant by Admiral Maximilian Njegovan who conservatively held to Haus's strategy of maintaining a "fleet-in-being." Njegovan continued the Kleinkrieg tactics of raids against the Otranto Barrage, particularly after the increasing success of U-boats in the Mediterranean following the German declaration of unrestricted submarine warfare on February 1. Destroyer sorties were undertaken on the nights of April 22, 26, and May 5 but no enemy vessels were encountered each time. Nine days later Linienschiffskapitän Horthy led what would become the largest naval battle in the Adriatic in World War I. At 1820hrs on May 14, *Balaton* and *Csepel*, commanded by Fregattenkapitän Johannes Prince von und zu Liechtenstein, sailed southward from Cattaro with orders to scout for enemy activity off the Albanian coast and in the Otranto Straits. At 1945hrs Horthy, commanding aboard *Novara*, led *Saida*, and *Helgoland* out of Cattaro and headed south, arriving undetected just north of the barrage around 0300hrs the following morning. At 0315hrs the cruisers split up with *Saida* sailing toward the center of the barrage line and *Helgoland* and *Novara* sailing 14 nautical miles to the west and east respectively. Horthy hoped that the element of surprise as well as the superior firepower of his cruisers attacking along roughly 30 miles of the barrage line would result in considerable damage. Horthy and his cruiser captains decided to wait until daybreak to begin the attack. *Helgoland* actually passed south of the drifter line in the pre-dawn darkness in order briefly to scout into the Gulf of Taranto; several drifters spotted *Helgoland* but thought she was a friendly cruiser, especially as *Helgoland* signaled back to them when hailed with a signal lamp. *Saida* was the first to attack, opening fire at 0420hrs after having stopped for half an hour waiting for first light. *Helgoland* followed at 0453hrs and *Novara* began her attack at 0507hrs. The cruisers sailed among the drifters signaling their crews to take to their boats before they opened fire; enemy fire was more or less a moot point as only a few of the drifters were armed with single 6-pounder guns. Some of these drifters fired back but they were quickly dealt with. Between 0420hrs and 0537hrs, *Helgoland* sank four drifters, *Saida* three, *Novara* seven, and the cruisers took aboard 72 prisoners between the three of them. By 0600hrs the cruisers were all headed to a rendezvous point from which they would sail together back to Cattaro. With the sun rising Horthy did not want to remain deep in enemy waters and assumed that by now the Allies were aware of his presence.

While not nearly as successful as Austrian and German U-boats, Allied submarines were deployed throughout the Adriatic and could not be ignored by the k.u.k. Kriegsmarine. On May 4, 1916, *Csepel* remained afloat after having her stern blown off by a torpedo from the French submarine *Bernouilli* and was towed back to the Bocche di Cattaro by *Tátra*. (Naval History and Heritage Command NH 87671)

Lohner seaplanes of the k.u.k. Kriegsmarine preparing to take off in the Bocche di Cattaro. Navy aircraft provided valuable reconnaissance information to Austrian vessels at sea via messages relayed on early portable wireless sets or signal lights when in visual range. Occasionally aircraft, if unequipped with wireless or a signal light, would land alongside vessels to relay information.

The Allies knew that something was amiss in the Otranto Straits before Horthy and his cruisers began their attacks. At 0306hrs *Balaton* and *Csepel* sighted an Italian convoy of three merchant vessels covered by the destroyer *Borea* off the Albanian coast; at 0315hrs Liechtenstein engaged the Italians, sinking *Borea* and one of the merchantmen before sailing off. The Italians learned of this engagement beginning at 0348hrs from their observation stations and at 0440hrs relayed the information to an Allied patrol that was at sea northwest of the Straits. This patrol, made up of the Italian scout cruiser *Carlo Mirabello* and three French destroyers, was vectored southward toward Horthy's cruisers by reports from an Italian seaplane. Around 0700hrs, just as *Novara*, *Helgoland*, and *Saida* met up, Horthy spotted smoke from the north which turned out to be *Carlo Mirabello*. The Italian cruiser briefly parried with the Austrians but, quickly realizing he was outgunned, her commander broke off and instead followed Horthy's cruisers from a safe distance, reporting their position to reinforcements coming up from Brindisi. These reinforcements, the British light cruisers *Bristol* and *Dartmouth*, the Italian scout cruiser *Aquila*, and three Italian destroyers, unknowingly passed well to the north of Horthy's position but spotted two Austrian vessels steaming northward: *Balaton* and *Csepel*. As *Aquila* and the Italian destroyers closed in on the Austrians, Liechtenstein turned his vessels around and decided to make a break for the safety of the Austrian minefields off the port of Durazzo. The Allies opened fire at 0805hrs but at 0832hrs a shot from *Csepel* hit *Aquila* in her boiler room, knocking out several of her boilers. *Balaton* and *Csepel* outran the Italian destroyers and were behind the Austrian minefields shortly after 0900hrs. Meanwhile to the west, Horthy spotted a new group of enemy vessels to the northeast as his cruisers were now approaching the latitude where *Balaton* and *Csepel* had made their escape. Around 0905hrs he turned toward these enemy vessels and radioed Cattaro for support. Horthy believed he was going to the aid of Liechtenstein's destroyers (having not received a message from Liechtenstein at 0850hrs stating his destroyers were safe) but instead was about to encounter two British cruisers which between them mounted ten 6in guns.

Painting showing one of Horthy's cruisers attacking a drifter at the beginning of the battle of the Otranto Straits in the early morning hours of May 15, 1917.

Linienschiffskapitän Horthy (far right) on the bridge of *Novara*.

Horthy approached the Allied warships sailing in line-ahead formation with *Novara* in the lead followed by *Saida* and *Helgoland* while *Dartmouth* and *Bristol* turned south to meet them and to protect the disabled *Aquila*. Both sides opened fire at around 0930hrs while at the same time Horthy ordered his cruisers to make smoke – Horthy hoped the smoke would mask his cruisers as they closed to a range where their guns would be more effective and could possibly make a torpedo attack. The Austrians nearly collided with each other in the smoke, however, and when they emerged from it, they were sailing to the northwest, ahead of their pursuers. The Austrians were slowly pulling ahead of *Dartmouth* and *Bristol* but they could make only 25 knots as that was the maximum that *Saida*'s problematic turbines would allow that day. For the next hour *Novara* was the subject of a steady bombardment from *Dartmouth* in which Horthy was wounded by a shell that struck near the open conning tower door at 1010hrs. Another shell hit the aft turbine room at 1035hrs, disabling half of the ship's boilers. *Dartmouth* alternated fire between the three Austrian cruisers throughout this running fight, hitting *Helgoland* several times, but took fire herself from all three Austrian vessels and was forced to take evasive maneuvers multiple times due to strafing and bombing attacks made by Austrian seaplanes. Around 1100hrs *Novara* began losing speed and was soon dead in the water. Then suddenly at 1104hrs *Dartmouth* and her consorts ceased firing and turned around; the Allies spotted smoke in the distance and correctly assumed it to be Austrian reinforcements out of Cattaro – it was an Austrian support group made up of *Sankt Georg*, *Warasdiner*, and four torpedo boats. At 1115hrs *Saida* moved into position to take *Novara* in

tow but the ships did not begin moving until 1225hrs; while the tow was being set up the cruisers fought off three uncoordinated attacks made by three Italian destroyers supported by the Italian scout cruiser *Marsala*. By 1207hrs all of the enemy vessels were headed south and were out of sight by 1225hrs. Five minutes later *Sankt Georg* arrived and escorted the cruisers back to Cattaro, which was safely reached early that evening. It had been a fortuitous escape for Horthy and his cruisers with *Novara* being disabled in action while suffering over 35 hits, *Helgoland* five, and *Saida* three. Although all his cruisers were damaged during the Allied pursuit, Horthy's raid was a great boost to Austrian morale.

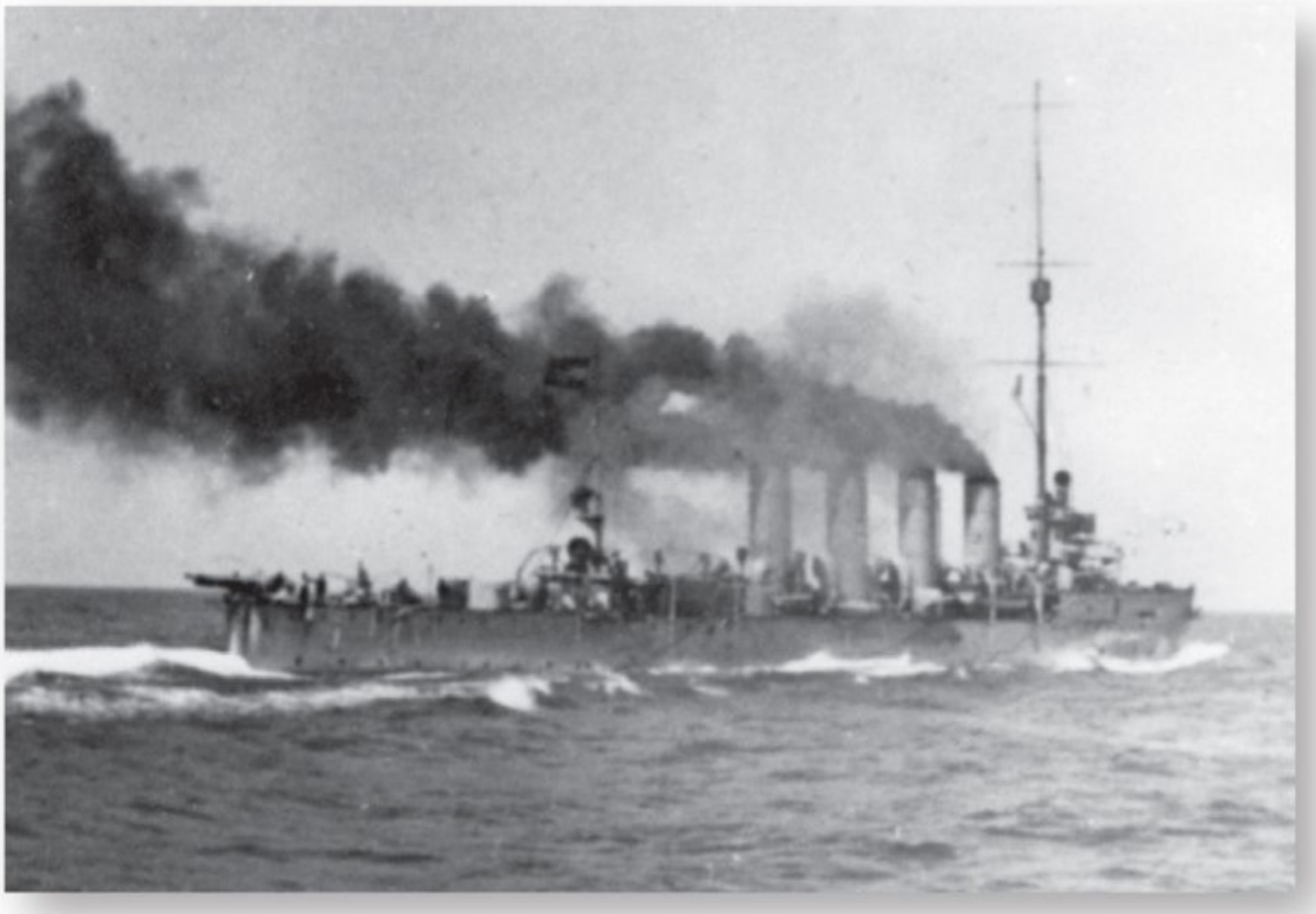
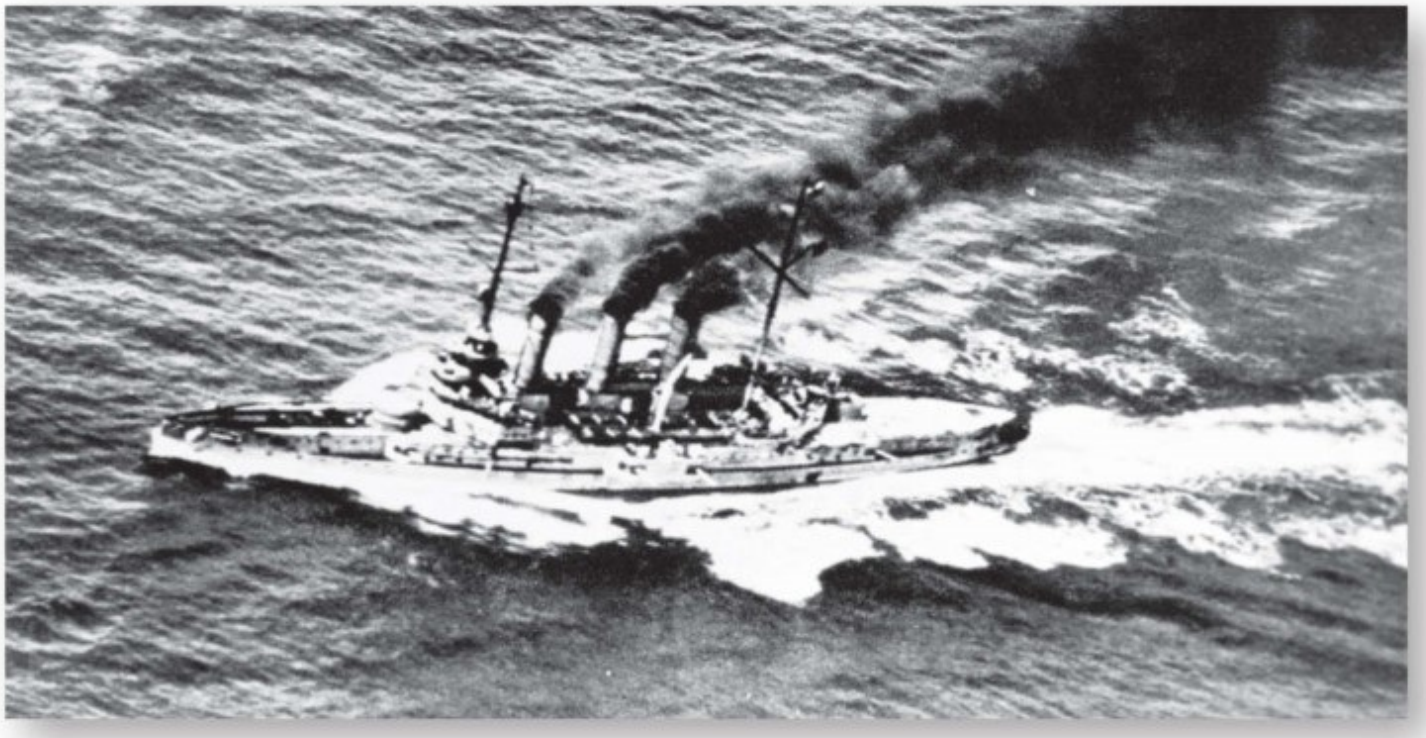


Photo taken of *Novara* maneuvering at high speed during the battle of the Otranto Straits.

Horthy's raid on the Otranto Barrage compelled the Allies to move the positions of the drifter lines out of the Otranto Straits to a parallel south of Corfu and the trawlers were allowed to operate only during daylight hours. This weakened the already questionable effectiveness of the barrage and made U-boat passages through the Straits less harrowing; in this sense Horthy's raid achieved a strategic, albeit relatively minor, victory for the k.u.k. Kriegsmarine and its German ally. There was little Austrian surface activity in the southern Adriatic during the summer and autumn of 1917, largely due to the relocation of the barrage. There was still the possibility of harassing Allied shipping sailing between Italy and Valona. Cruisers and destroyers attempted sorties against the Allied shipping routes on the evenings of October 18 (*Helgoland, Balaton, Csepel, Lika II, Tátra,* and *Triglav II*), November 12

(*Novara* and three torpedo boats), and December 13 (*Balaton*, *Csepel*, and *Tátra*) but they had no luck due to failure to find enemy merchant vessels, inclement weather, and enemy patrols respectively.



Sankt Georg, photographed from a k.u.k. Kriegsmarine seaplane, on her way south from Cattaro to support Horthy's beleaguered cruisers on the morning of May 15, 1917. (Naval History and Heritage Command NH 87404)

G BATTLE OF THE OTRANTO STRAITS, MAY 15, 1917

During the battle of the Otranto Straits, k.u.k. Kriegsmarine aircraft played a minor but important role in assisting Liechtenstein's destroyers and Horthy's cruisers against the numerically superior and stronger Allied forces in pursuit. Austrian Brandenburg seaplanes *K177* and *K179*, returning from an early reconnaissance mission over Brindisi, spotted *Balaton* and *Csepel* under attack at 0815hrs and strafed the pursuing Italian scout cruiser *Aquila*. Two Weichmann seaplanes, *K153* and *K154*, arrived overhead around 0800hrs and directed *Balaton*'s and *Csepel*'s fire via wireless; *K153*'s spotting accounted for *Csepel*'s crippling hit on *Aquila*'s forward boiler room at 0832hrs. Farther to the west *K177* and *K179* kept Horthy's cruisers informed of enemy movements and even warded off an attempted attack by two Italian aircraft at 0940hrs. Two additional Brandenburg seaplanes, *K205* and *K206*, arrived over Horthy's force at 0915hrs and made several bombing and strafing attacks against *Dartmouth* and *Bristol* between 0920hrs and 1100hrs; *K205* remained over the cruisers, providing spotting information, until after they rendezvoused with *Sankt Georg*. *K153* and *K154*, which had assisted Liechtenstein's destroyers earlier in the battle, returned to Durazzo around 0930hrs to refuel and rearm and were back in the air a half-hour later. At 1050hrs they came to Horthy's assistance, making a series of bombing and strafing attacks against the Italian scout cruiser *Marsala* and her escorting destroyers as they attempted the last Allied attacks of the battle. While the Austrian seaplanes did not score a single bomb hit during the battle, every time they made an attack they forced Allied vessels into defensive maneuvers that prevented them from firing accurately against their opponents; as Liechtenstein's destroyers and Horthy's cruisers were heavily outgunned by the Allies' pursuit forces, this was perhaps the most important aid rendered by the aircraft of the k.u.k. Kriegsmarine to its surface vessels during the battle. Shown here are seaplanes *K205* and *K206* flying over Horthy's cruisers as they execute their smokescreen at around 0930hrs.

The last year of the war

As 1918 began, levels of discontent were high and morale was low throughout the fleet due to inclement weather, a lack of offensive opportunities, and the seeming lack of creativity for further missions for the k.u.k. Kriegsmarine's surface fleet from Admiral Njegovan and his staff. This was particularly evident among the larger ships stationary at Cattaro as increasing shortages of food and supplies, and increasing war-weariness led to a disastrous decline in morale among the crews of the armored cruisers over the course of 1917 and early 1918. On February 1 a mutiny broke out aboard the larger vessels *Sankt Georg*, *Kaiser Karl VI*, *Kaiser Franz Joseph I*, *Monarch*, *Kronprinz Erzherzog Rudolph*, and *Gää* but it was put down two days later in part because the light cruisers and destroyers in the Bocche remained loyal and threatened to torpedo the mutinous vessels (see Plate B for further details). The Cattaro Mutiny demonstrated that the crews of the k.u.k. Kriegsmarine's light cruisers and destroyers still had high morale (the comradery experienced during the mutiny actually helped to improve morale) and were willing to continue to take the fight to the enemy. After the mutiny Kaiser Karl believed that the navy was in desperate need of revitalization and dynamic leadership and he relieved Admiral Njegovan of command on February 27, 1918. He was replaced as Flottenkommandant by the daring victor of the battle of the Otranto Straits, Linienschiffskapitän Miklós Horthy, who was immediately promoted to the rank of Konteradmiral. Furthermore, Linienschiffskapitän Erich Heyssler of *Helgoland* was promoted to Kommodore and given command of the Kreuzerflotille (cruisers and destroyers) at Cattaro. Heyssler commanded *Helgoland* during the battle of the Otranto Straits and fearlessly led *Helgoland*, *Novara*, and the other light units of the I Torpedodivision against the mutineers during the Cattaro Mutiny.

Kaiser Karl (left) and Admiral Njegovan (right) on the bridge of *Admiral Spaun* during the Kaiser's visit to Pola after the battle of the Otranto Straits. Horthy's bold action and initiative during the battle caught the attention of the Kaiser and was largely the reason he selected Horthy to replace Njegovan as Flottenkommandant following the Cattaro Mutiny in February 1918.

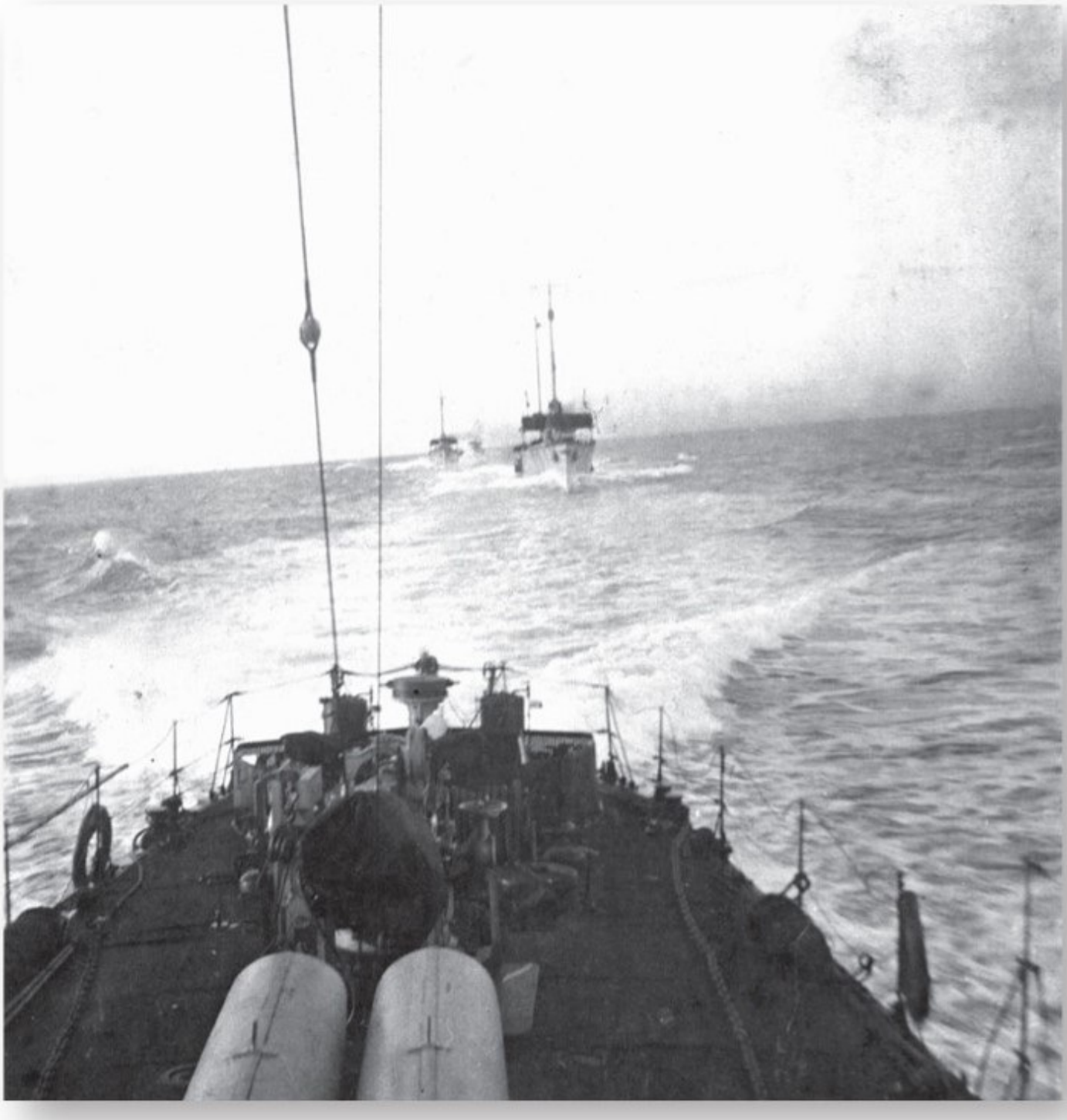
An experienced commander, Heyssler wanted to keep his cruisers and destroyers busy in order to maintain good morale and to pressure the enemy whenever possible. To this effect Heyssler planned a raid against the shipping lane between Brindisi and Valona with several of the fast Tátra-class destroyers at Cattaro. On the evening of April 22, 1918, the destroyers *Csepel*, *Dukla*, *Lika II*, *Triglav II*, and *Uzsok*, under the command of Fregattenkapitän Karl Herkner, slipped out of Cattaro and headed south to the Otranto Straits to attack enemy merchant shipping. Shortly after 2100hrs while cruising southward off Varona, Herkner spotted two small vessels in the distance and closed to identify; after some time he recognized them as British destroyers. Around 2200hrs Herkner ordered *Traglav II* to turn to starboard, with the rest of the Austrian destroyers following, so that he could train all his guns on the lead enemy vessel. At this time he was hailed by the destroyer HMS *Jackal*, accompanied by HMS *Hornet*, which had not yet identified the line of ships in the distance; Herkner replied by opening fire. Most of the Austrian destroyers concentrated their fire on *Hornet* with shells igniting her forward magazine and jamming her helm to starboard, causing her to circle helplessly. *Jackal* sustained less serious hits but, with *Hornet* disabled, quickly found herself alone. Fortunately for the British, after about 15 minutes of combat Herkner decided to disengage and made a northward course back to Cattaro. The Austrians were back in Cattaro

before dawn, not having suffered a scratch.

Kommodore Erich Heyssler (left) on the bridge of *Helgoland*. A skilled and veteran commander, Heyssler was given command of the light units at Cattaro following the February mutiny. His destroyers attempted several raid missions in the spring of 1918 but extensive action during the summer was prohibited by an influenza epidemic in Cattaro beginning at the end of May.

Eager to try new ways to attack the enemy, Heyssler authorized a bold raid mission that

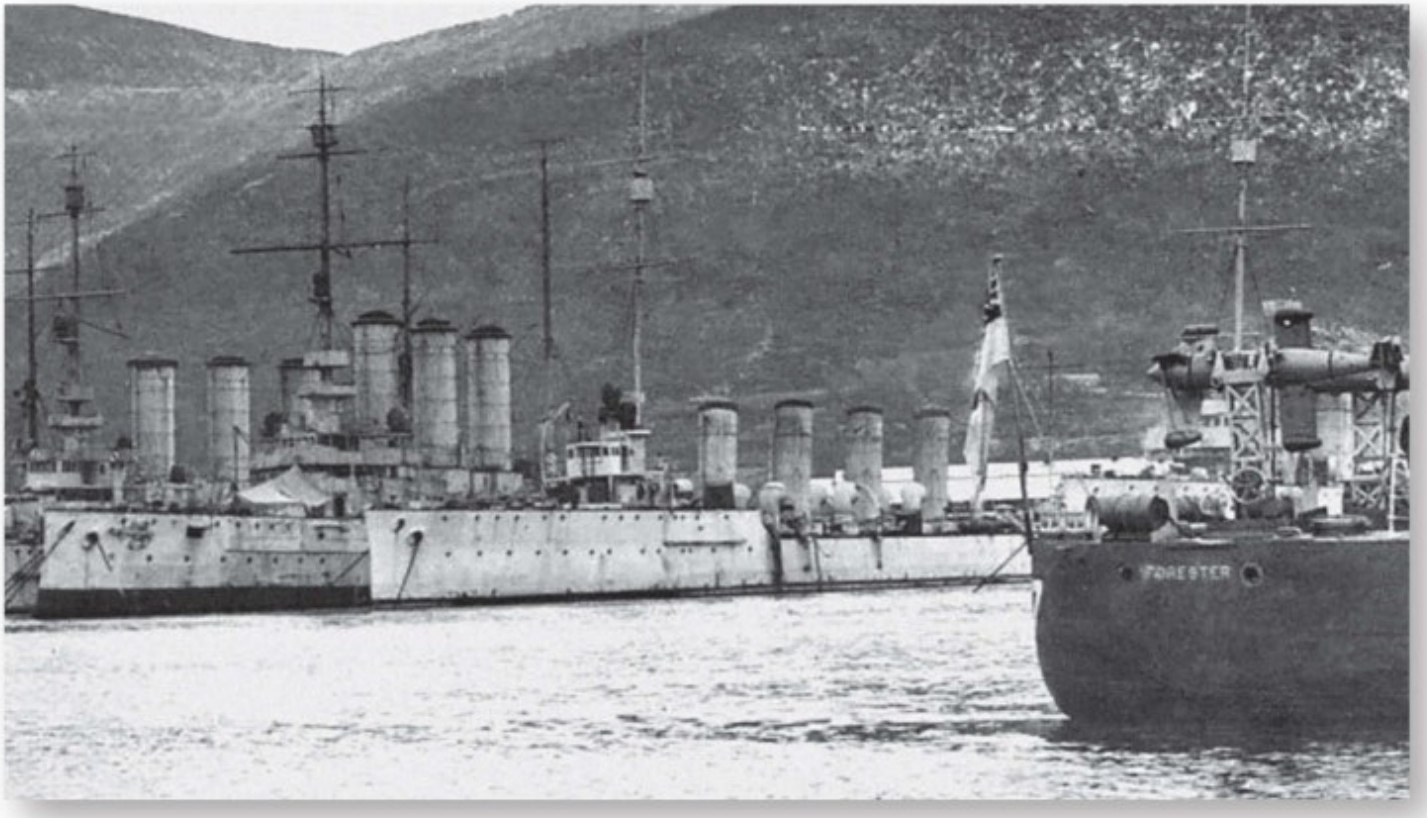
commenced on the evening of May 8. *Huszár*, *Pandur*, *Reka*, and *Turul* approached the eastern coast of central Italy with orders to cut the coastal rail line between the towns of Mutigano and Silvi. Shortly after midnight on May 9 *Huszár* stopped 2,000 meters (2,200 yards) off the coast and dispatched a landing party, led by Fregattenleutnant Paul Weinmann and armed with explosives, in a longboat. After reaching shore the landing party was spotted and hailed by a sentry. Weinmann called out that he and his men were fishermen laying out their nets but the sentry responded by opening fire on the sailors. After a brief firefight the Austrians believed the element of surprise had been lost and returned to their ship. The destroyers lingered offshore for a while, hoping to fire on passing trains, but enemy wireless intercepts confirmed that the alarm had been raised and the raid group returned to port.



Group of Tátra-class destroyers sailing in line-ahead formation. The mission undertaken by *Csepel*, *Dukla*, *Lika II*, *Triglav II*, and *Uzsok* on the evening of April 22–23, 1918, was the last major raid into the Otranto Straits undertaken by the k.u.k. Kriegsmarine during the war.

Although the destroyer raids of April 22–23 and May 8–9 again demonstrated the ability of the Austrian light forces to conduct hit-and-run raids, Admiral Horthy was disappointed by the lack of tangible results, particularly against Allied shipping in the southern Adriatic and against the Otranto Barrage. He acknowledged that Kaiser Karl had placed him in command of the fleet with the expectation of more energetic action. With his May 1917 raid in the back of his mind, Horthy planned a large raid in June 1918 against the Otranto Barrage with the

bulk of his light forces; only this time they would be supported by the four Viribus Unitis-class dreadnoughts from Pola and the three Erzherzog-class pre-dreadnoughts from Cattaro. Horthy planned to have the Novara-class cruisers, supported by destroyers and torpedo boats, raid along the barrage line until a significant force of enemy cruisers and destroyers came up to challenge them; at that point the Austrian light forces would turn north, leading the pursuing Allied light forces into the waiting arms of seven Austrian battleships. Horthy's raid was set to begin at dawn on June 11 but Heyssler and his crews did not get the opportunity to repeat the success of the previous year. In the early morning of June 10, Heyssler received a message that the dreadnought *Svent Istvan* had been torpedoed by an Italian MAS boat and was lost; due to the loss of surprise, Horthy subsequently cancelled the operation. This was the last major operation involving heavy and light units of the k.u.k. Kriegsmarine during the war and proved to be an anticlimactic finish for the crews of the cruisers and destroyers that had bravely kept a numerically superior enemy at bay for four long years.



Novara moored alongside one of the armored cruisers at Cattaro in 1919 with the stern of the British destroyer HMS *Forester* in the foreground. It took the Allies almost two years to determine the fate of the warships of the former k.u.k. Kriegsmarine.

CONCLUSION

Relatively few Austro-Hungarian warships were lost during the war. Alongside *Zenta*, *Kaiserin Elisabeth*, *Lika*, and *Triglav*, only two other light vessels were lost: *Wildfang* sank on June 4, 1917, after striking a mine off Peneda Island in the northern Adriatic, and *Streiter* was lost on April 16, 1918, north of Pola after a collision with an Austrian steamer. On October 30, 1918, amid the internal collapse of the Austro-Hungarian Empire, Kaiser Karl ordered the remaining ships of his navy to be transferred to the Yugoslav National Council. The Allies did not recognize this transfer and throughout the following week captured the naval bases and vessels of the moribund k.u.k. Kriegsmarine. The French and Italians in particular were eager to take possession of the more modern Austrian vessels as they had been deprived German prizes after the High Seas Fleet scuttled itself in Scapa Flow on June 21, 1919. It was not until the autumn of 1920 that the Allied Naval Commission agreed upon the dispersal of the Austrian fleet. *Kaiser Franz Joseph I* was lost before her fate was decided; she foundered in a storm in the Bocche di Cattaro on October 17, 1919 after a French caretaking crew had left portholes and coal hatches open.

Kaiserin und Königin Maria Theresia, *Kaiser Karl VI*, *Sankt Georg*, *Aspern*, *Szigetvár*, and *Admiral Spaun* were awarded to Great Britain but all were broken up in Italy in the early 1920s, never serving under the British ensign. Of the Huszár-class destroyers, France received *Pandur* and *Reka* while Italy received *Csikós*, *Dinara*, *Huszár*, *Scharfschütze*, *Turul*, *Velebit*, *Uskoke*, and *Warasdiner*; all were scrapped in the early 1920s. The only Huszár-class destroyer to see postwar service was *Ulan*, which was awarded to Greece where she served in the Hellenic Navy as *Smyrni*; she was scrapped in 1931. The most sought-after Austrian vessels were the Novara-class cruisers and Tátra- and Ersatz Triglav-class destroyers. *Novara* went to France and was commissioned into the Marine Nationale as *Thionville*; she served until 1932 and was broken up in 1941. *Helgoland* and *Saida* went to Italy, becoming *Brindisi* and *Venezia*; both were scrapped in 1937. Of the remaining destroyers *Dukla* went to France and was renamed *Matelot Leblanc*; she was scrapped in 1937. The rest went to Italy where *Csepel*, renamed *Muggia*, became the Italian station ship in Shanghai in 1927 but ran aground off the Chinese coast and was wrecked on March 25, 1929. *Lika II* (renamed *Cortellazzo*), *Orjen* (renamed *Pola*), *Triglav II* (renamed *Grado*), and *Uzsok* (renamed *Monfalcone*) served in the Regia Marina until scrapped in 1937, except *Uzsok* which was scrapped in 1939. *Balaton* and *Tátra* were cannibalized for spare parts for their sisters in service. By 1939 all of the k.u.k. Kriegmarine's cruisers and destroyers were gone but in an ironic endnote the old imperial shipyards, Stabilimento Tecnico Triestino and Danubius (renamed Cantieri Navali del Quarnaro or CNQ Fiume), constructed a new generation of cruisers and destroyers that would once again fight against the British, French, and Americans, only this time in the service of the Italian Regia Marina during World War II.

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ILLUSTRATOR

Paul Wright has painted ships of all kinds for most of his career, specializing in steel and steam warships from the late 19th century to the present day. Paul's art has illustrated the works of Patrick O'Brian, Dudley Pope and C.S. Forester amongst others, and hangs in many corporate and private collections all over the world. A Member of the Royal Society of Marine Artists, Paul lives and works in Surrey.

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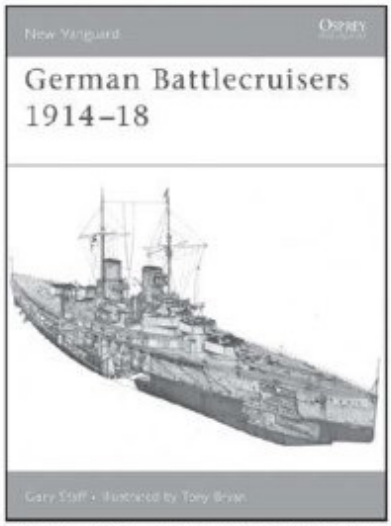

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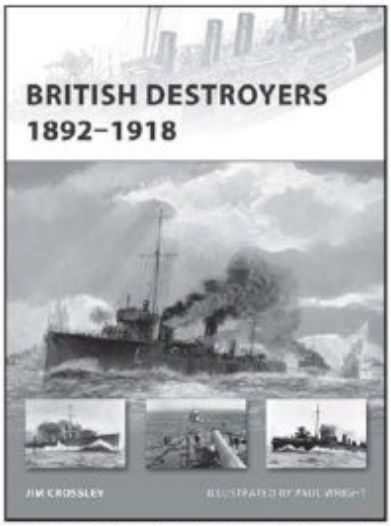

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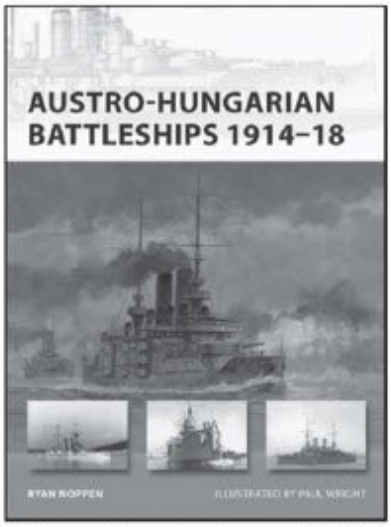

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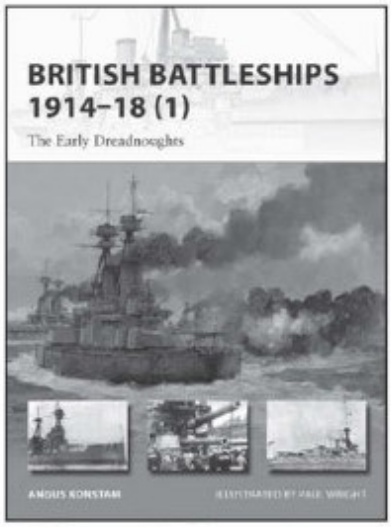

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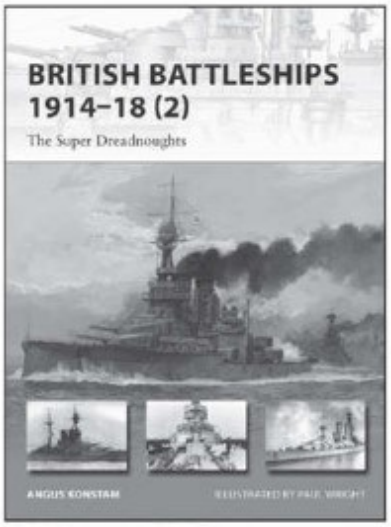

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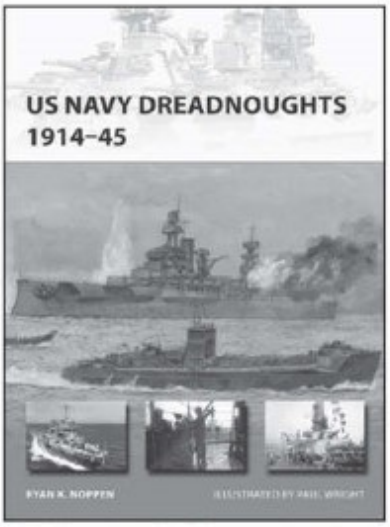

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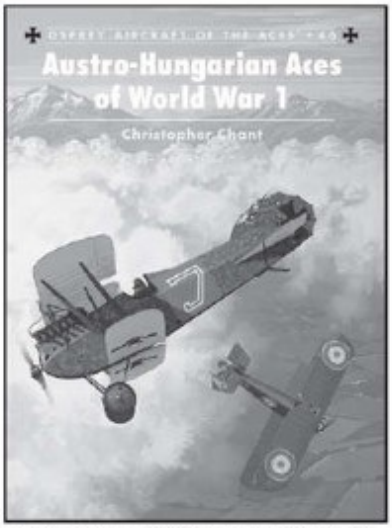

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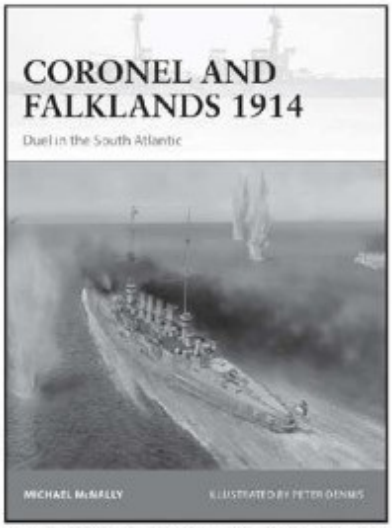

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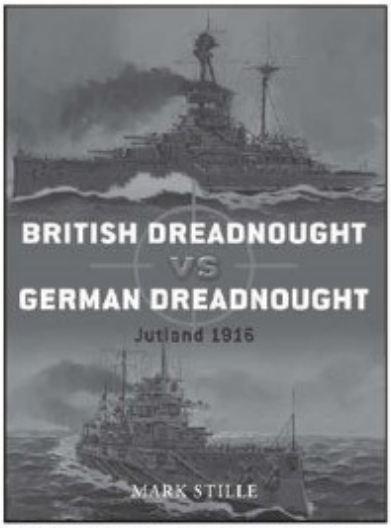

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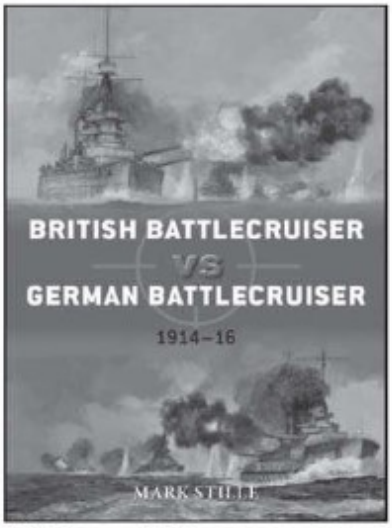

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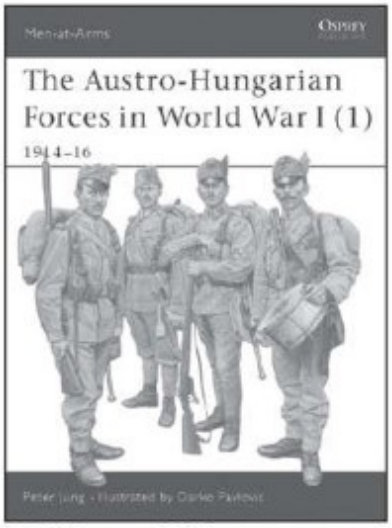

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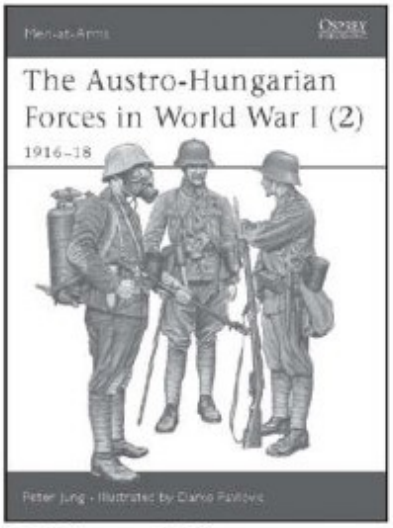

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